

DESERET EVENING NEWS

WEATHER REPORT.

Record at the local office of the weather bureau for the 24 hours ending at 6 a. m. today:

Barometer reading at 6 a. m., 25.50 inches. Temperature at 6 a. m., 18 degrees; maximum, 38; minimum, 18; mean, 28, which is 2 degrees above normal.

Precipitation for the 24 hours ending at 6 a. m., .33 inches. Precipitation since the first of the month, 1.27 inch, which is .30 inch above the normal.

FORECASTS TILL 6 P. M. THURSDAY.

Local forecast for Salt Lake City and vicinity:

Clearing and colder tonight; Thursday fair and continued cold. Day (forecast at Denver, Colo.): Clearing and colder tonight with cold wave in south and east portions; Thursday fair.

WEATHER CONDITIONS.

The barometer is highest over the North Pacific states, northern Rocky Mountain slope, upper Missouri valley and extreme northwest; and lowest over the middle plateau region and southwest.

Precipitation occurred over portions of Utah, Idaho, Nevada, Oregon, Montana, South Dakota, Nebraska, Kansas, Missouri, and Illinois. It was snowing this morning at Modena, and Salt Lake City, Utah; Rapid City, South Dakota, and Omaha, Nebraska; and raining at Kansas City, and Chicago, Illinois.

The temperature fell 10 to 22 degrees over portions of Nevada, Idaho, Montana, South Dakota, Nebraska, Missouri, and Manitoba; and rose 10 to 15 degrees over portions of western Texas, eastern Missouri and Illinois, with slight changes at other points.

R. J. HYATT.

Local Forecaster.

TODAY'S TEMPERATURE.

6 a. m.	17
7 a. m.	17
8 a. m.	17
9 a. m.	16
10 a. m.	15
11 a. m.	15
12 m.	15
1 p. m.	18
2 p. m.	19

Highest	28
Lowest	20

IN PRINCIPAL CITIES.

Chicago, Jan. 20.—Temperatures at 7 a. m.: New York, Philadelphia, 15; Boston, 15; Washington, 23; Chicago, 23; Minneapolis, 6; Cincinnati, 45; St. Louis, 54.

The Semi-Weekly News

THE GREAT

COUNTRY PAPER

OF THE WEST.

is issued Mondays and Thursdays and contains all the cream of the Daily and Saturday News.

LOCAL BRIEFS.

City Auditor Felt is today distributing warrants for the semi-monthly salaries of the department employees of the city government, amounting in all to \$4,850.62.

Dr. A. A. Kerr is confined to his home with a dislocated right arm, through having fallen on the icy pavement Tuesday night. He is being attended by Dr. Scott.

Mrs. Mary E. Walcott, wife of J. H. Walcott, a teacher in the Ogden school, died yesterday, a victim of cancer, at the age of 62 years. The funeral will be announced later.

Capt. and Mrs. Baldwin of Fort Assiniboine, Mont., have lost their two-year-old son, who passed away Sunday night of spinal meningitis. The body arrived here this morning, and services were held at the Catholic church shortly after. Mrs. Baldwin is the daughter of Mrs. John Judson.

The first semester of the public schools closes on Friday next, at which time there will be about 200 mid-year graduates from the Union, Bryant and Lincoln schools. Those from the Union school will continue their high school work in the Bryant high school, while the others will take up their studies in the Westside high school.

B. W. Ashton, county superintendent of schools, will address the principals of the public schools at their regular weekly meeting this afternoon, his subject being, "Geography." On Jan. 27, Dr. J. T. Kingsbury of the University of Utah, will address the principals on "The University and its Relation to the Public School System."

The stockholders of the North Jordan Canal company met at Taylorville on Monday and decided to increase the capital stock from \$100,000 to \$125,000. The increase has been made by adding 25 per cent of the par value of \$25 per share. The stockholders unanimously voted to support the Utah Lake re-entrenchment project, and will turn out tomorrow to meet Prof. Newell.

Mrs. Col. French of the Salvation Army will be in this city tomorrow, from San Francisco, and will speak at Post 2, of the army here Saturday night. On Sunday evening, she is to speak in the Presbyterian church. Mrs. French is coming to meet Mrs. Higgins, the noted slum expert of the Salvation Army who is to be here Jan. 27, and speak in the Theater on the life and work of Consul Emma Booth-Tucker.

The family of J. H. Gardner, 738 South Eighth East street, has had its share of afflictions the past month or two. Yesterday Clenden, a son, slipped on the ice and fractured his left arm, where he broke it twice last September. In June, 1903, Josephine, aged 2, broke an arm, and fractured another a month later. During September and October Mrs. Gardner was ill with typhoid fever, and in November Mr. Gardner was stricken with rheumatism, from which he has not recovered.

We pay 4 per cent interest per annum on \$1 to \$5,000. Zion's Savings Bank & Trust Co. Joseph P. Smith, President; George M. Cannon, Cashier.

I. M. HIGLEY, HONEST PLUMBER
Reliable Electric Wiring.
109 E. First South. Phone 753.

D. J. SHARP COAL CO.

Offices, 73 South Main St., telephones 719 and 430.
Yard No. 1, First South between Third and Fourth West, telephone 713-3 rings.
Yard No. 2, Fifth South and Eleventh East, telephone 588.
Yard No. 3, State between Thirteenth and Fourteenth South, telephone 105.

ROUTE IN UTAH OF MOFFAT ROAD.

First Official Announcement of Plans of Promoters of Denver, Northwestern Pacific.

RIGHT OF WAY AGENT TALKS.

C. C. Conkle Furishes Some Interesting Information Regarding Operations Of Utah's Latest Road.

The Vernal Express to hand prints more solid information regarding the proposed Denver, Northwestern & Pacific railway than heretofore has been published in Utah. While there have been columns of unofficial forecasts, plans for prospective operations and other matter in regard to the Moffat road printed, it is the first time that the official railway company has talked for publication in this state to the extent that there is something tangible forthcoming. The interview and story follow:

Mr. Conkle, right of way agent for the Denver Northwestern & Pacific Railway company, known as the Moffat line, spent Sunday in Vernal. Mr. Conkle is a very pleasant gentleman and talked quite freely, although conservatively about matters pertaining to the construction of the line which means so much to the people of Utah county.

MET WITH OFFICIALS.

He met with a number of the county and city officials and prominent citizens around town during the day, and gathered a lot of data regarding resources, through the valley, etc., that is of vital interest to the company.

While Mr. Conkle's duties are the securing of rights of way, he with all others holding prominent positions with the company are instructed to gather information whenever possible that will be of interest to the officials. His business on this occasion was for the purpose of inspecting the surveys being made by the surveying party that has been working from the south end of the line.

During the day, in conversation with those he met, he was given every assurance that the people of Vernal and Utah county would do everything possible to assist the company in matters of rights of way, etc., across the county, and would welcome the coming of the road. Mr. Conkle stated that the company had already been impressed with the friendly feeling manifested by the people of this county, and fully appreciated it.

ROAD IS A SURE GO.

When questioned directly concerning the progress and prospects of the line Mr. Conkle stated that there is no doubt whatever concerning the construction, and the people of the county can rest assured that they will have the road in due time. The company is spending a great deal of time and money on preliminary surveys, as the intention to get the line just where they want it regardless of expense, and this necessitates some little delay. As fast as located, however, construction work will be pushed on the line.

Now the intention to locate the crossing of the Wasatch range in time to commence work this spring, so that work can be progressing on both ends at the same time.

When asked concerning the route through this section Mr. Conkle stated that there were two routes under consideration. One by way of Vernal and the Big Water canyon, which is the one most favorably considered just now, and the other by way of Leland and Jensen and around the foot of Blue Mountain.

From the statements made by Mr. Conkle it is quite clear that the company is very partial to the route by way of Bear river canyon and Vernal, and the key to the whole situation is the big gorge down Bear river. The fact that everything just now on this part of the line depends upon the report of the surveying party working down the canyon, goes to show that the route will be considered if a grade can be secured that way. Island Park, Mr. Conkle stated, had been made the initial point to which the engineers from both ways are to make their objective point, and they will be under instruction to exhaust every means of locating the route that way if possible. The reasons for preferring the canyon route is that it is directly on the line. It follows the water, affording a good grade. It will bring the line directly to Vernal and thereby maintain the elevation, and will furnish one of the most attractive stretches along the line.

Mr. Conkle's attention was called to the published maps which have shown the line by way of White river and Ogden, and was asked if there was any probability of that route being chosen. His answer was that if it was found necessary to go around Blue Mountain, it would be no farther south than the already necessary route which would mean a crossing at Jensen.

The fact that the company shows an inclination to keep its line as far north as possible, augurs well for Vernal, and to decide where they want the depot, and the company will follow their wishes in the matter as far as possible. No bonuses will be asked, however, and the company stands ready to pay for what it gets.

It is the intention that Engineer Rittenhouse shall come to Vernal shortly, when he will be taken in charge by local parties and a trip made along the proposed route from Vernal west via the Utah gap.

In speaking of the work of construction Mr. Conkle stated that the points of attack would be where the work was the heaviest at first, as the lighter grades could be constructed in a short time after the heavier parts were well on toward completion. Mr. Moffat has said that the policy of the road will be to build up and not tear down the towns along the route, and the company will not build rival towns for the purpose of injuring those already established. If the northern route is chosen and Vernal is on the main line, it will be up to the people of the town to decide where they want the depot, and the company will follow their wishes in the matter as far as possible. No bonuses will be asked, however, and the company stands ready to pay for what it gets.

When asked when it would be definitely known which route would be chosen, Mr. Conkle stated that the surveying parties would probably meet at Island Park in 60 days and then the route would be decided.

Mr. Conkle stated that the reports would be forwarded to headquarters and passed upon.

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ROUTE GAVE OUT THE FOLLOWING INTERVIEW ON SATURDAY IN LOS ANGELES.

"Since Senator Clark's recent order that the Salt Lake Road be finished within 12 months, we have doubled the rate of construction and are now laying two miles of track a day."

"Every man and team that we can find a place for is at work on the road. We hope to have the line completed by the first of next January, and are bending every nerve to that purpose."

"If it were not for an annoying complication that the company has been forced to bring, trains would now be operated into Riverside. It may now take 60 days before this suit can be determined; as soon as it is settled trains will be operated to Magnolia avenue, and very shortly after that to San Bernardino via Colton, via Southern Pacific tracks for local traffic. When overland trains are put on they will go into San Bernardino via the Santa Fe, and thence to Daguerre over that line."

"We calculate that the time between this city and Salt Lake by the new route will be 22 hours, as against 43 by the present Southern Pacific line. This will bring almost all of the important north and eastern points that much nearer to this city."

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RIO GRANDE SURVEYORS.

Party Working Near Cedar City on Extension to Iron Deposits.

A mysterious party of surveyors is at the present time working in the Parowan valley near Cedar City. A gentleman from that town today states that the advent of the engineers is making the citizens feel exceedingly joyful. He admits that the men are in the employ of the Rio Grande and are engaged in striking a line from Marysville to the big iron properties recently acquired by the Colorado Fuel & Iron company in that section.

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CONGRATULATIONS.

Mr. John H. Cullum, Editor of the Garland, Texas, News, has written a letter of congratulations to the manufacturers of Chamberlain's Cough Remedy as follows: "Sixteen years ago when our first child was a baby he was subject to croup spells and he would be very uneasy about him. We began using Chamberlain's Cough Remedy in 1887, and finding it such a reliable remedy for colds and croup, we have never been without it in the house since that time. We have five children and have given it to each of them with good results. One good feature of this remedy is that it is not disagreeable to take and our babies really like it. Another is that it is not dangerous, and there is no risk from giving an overdose. I congratulate you upon the success of your remedy." For sale by all Druggists.

Try a 50c bottle of Herbine, notice the improvement speedily effected in your Appetite, Energy, Strength and Vigor. Watch how it brightens the spirits, gives freedom from indigestion and debility!

Isaac Story, A. M., writes, Sept. 10th, 1900. "I was in bad health. I had stomach trouble for 12 months, also dumb chills. Dr. J. W. Mory prescribed Herbine. It cured me in two weeks. I cannot recommend it too highly. It will do all you claim for it." Sold by Z. C. M. I. Drug Dept.

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