

OF INTEREST TO FRUIT GROWERS.

Some Seasonable and Timely Points on Frost Fighting.

TREATISE ON THE SUBJECT.

United States Weather Office Here Calls Especial Attention to the Pamphlet Just Issued.

The United States weather office in this city calls especial attention to a treatise published by the department at Washington on frost fighting...

George R. Little, a prominent Boston man, and party, were at the Knutson house this morning for a Pacific coast tour...

James Dwyer returned from a month's business and pleasure trip in the east.

Col. Geo. Downey is back from Nebraska, and is stopping at the Kenyon.

Rebecca E. Perkins has sold to William M. Perry several tracts in Perkins Grand Addition for \$4,200.

A. A. Bessley and family decided today to join the California choir pilgrims, and they will leave tomorrow morning.

Miss Julia Dean is with the Nellie troupe stars at the Knutson. Miss Dean has not been in Salt Lake for nearly a year when she appeared at the Salt Lake Theater.

Bishop Leonard leaves tomorrow morning for Denver in attendance on the funeral of the late Bishop Spalding of Colorado, who died in Pennsylvania from pneumonia.

L. E. Goodhart is home from an extended western trip, and says a good word for the street car company, of whose service he says he found no better anywhere.

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CUT-OFF SKEPTIC AIRS HIS VIEWS.

Does Not Believe That Lake Line Will Ever Be Built.

HE GIVES SOME REASONS.

Enormous Expense of Construction And Absolute Impossibility of Its Operation.

"I'll never believe that the Southern Pacific's cut-off across the north end of Great Salt Lake will be a reality until I see it built," said an experienced railroad man here today.

"In view of your skepticism with regard to the lake cut-off, how do you account for the letting of a contract and the expenditure of money in operations looking to the immediate prosecution of the work?" was asked.

"Well, it is not altogether impossible to give an explanation of the work so far done and being done," was the reply.

"In the first place," continued this disbeliever in the signs as they appear, "the grade work so far let belongs to the grade of the lake shore, a distance of some nine or ten miles west of Ogden, Now, that makes the line for the cut-off about 10 miles long, and the eastern shore of the lake, down to this city, and my opinion is that eventually the road will come that way."

"As to my reasons for thinking so, let me explain: The plan to run across the lake includes a distance of 20 miles of line that must be exposed to the wind and waves of the lake, and these in that part of this body of water are not to be held in light estimate. While it is the intention to grade all but 11 miles of this, there is to be this latter length of treatise work, or piling, as it is well known, the first material laid at the bottom of the lake is a layer of sand of varying thickness of from six inches to two feet, then comes a hard stratum of soda formation of from a foot to 18 inches thick, and after that alternate strata of sand and blue clay for an average of 100 feet. It is impossible to drive piles through this soda bed without having first 'steamed out' the holes in which the timber is to be driven. Take 11 miles of this sort of treatise work, and you will see with the lake teaches me anything it is that the Southern Pacific will find it almost impossible to run this heavy train upon it. There is to be a short stretch of such construction over which the bathing trains are run from the shore to the pavilion. Every year that little bit of the air work must be gone over and repaired and strengthened in order to make it safe for even the light engines and cars of the Salt Lake & Los Angeles. These trains, run at a speed of perhaps 15 miles an hour, so that the woodwork has to make these annual reinforcements, and it is necessary. How is it going to be with a stretch of treatise work almost as long as the entire line from here to Ogden, with the engine and monster freight and heavy Pullman cars run over it constantly? If speed shall be made the danger must be so great as to make even a wealthy railroad corporation, that has a million dollars to be graded must be enormously expensive for the reason that plenty of rock and rip-rapping must be used in order to guarantee it against the action of the water.

"I don't think there are any men on the Southern Pacific who have tried to run a train over rails wet with the salt water of the lake, and when a high wind comes up at the north end of the lake the water is bound to get onto the track, or all previous experience in this direction amounts to nothing. In the course of the water comes up only when the wind blows, and then the latter is so strong as to blow away the sand before it reaches the rails from the sand bed. I have seen an engine and two cars unable to move on account of slippery rails from this cause.

"No account of the great expense of construction and the difficulty of operation of such a piece of line, I can not yet believe that it will be built. It may come, but if it does it will be through the hands of some one other than the Southern Pacific."

"Again, it is well known that fully 60 per cent of the through passenger business comes into Salt Lake, simply because this city is included in the tour of the Southern Pacific. The connection with the Central ends on June 1, and ignores Salt Lake because, if, as seems evident now, a new line builds through to the coast, with this city as its junction point with an eastern connection, there are likely to be some very serious inroads made into the business of the Southern Pacific, for tourists will come to Salt Lake if they can possibly do so."

"The more I think the matter over, in view of the railway situation in the west and under the adverse conditions confronting the latter, the more I am convinced that Salt Lake is yet to have the Southern Pacific."

ORDERED TO STOP.

Commerce Commission Calls Halt on Discrimination.

Chicago, March 13.—Traffic officials of western railroads are much disturbed by an order just received from the Interstate Commerce commission to immediately discontinue their discrimination in rates against livestock shipments from Missouri river and intermediate points to Chicago, says The Inter-Ocean.

The Chicago Livestock exchange recently filed a complaint with the interstate commerce commission that the western railroads were making lower rates on fresh meats and packing house products shipped here from Missouri river and intermediate points than the rates on livestock.

The traffic officials of the western lines have now received notice from the commission to change their rates so as to avoid discrimination. The commission reminded the railway officials that last October it made a ruling that the railroads must not charge higher rates for hauling live hogs than for hauling products from packing houses. The commission declares that the order made in October applies to the shipment of fresh meats at lower rates than livestock, and wants the practice discontinued at once.

Union Pacific Absorbs.

St. Joseph, Mo., March 13.—The St. Joseph & Grand Island railroad, the connecting link between this city and the Union Pacific overland route, has been absorbed by the latter road. There has been marked activity in the St. Joseph & Grand Island stocks in New York for the past month and at a late hour last night it was learned that a

JUDGE DIEHL'S COURT.

Henry Clay today withdrew his plea of not guilty to gambling, and entered a plea of guilty, with the understanding that a fine of not more than \$25 be imposed.

FEDERAL COURT.

Elias D. Kimball was last evening discharged from bankruptcy.

VIOLENT HUSBAND.

Mary Holliman of Murray appeared before County Atty. Christensen today and lodged a complaint against her husband, John Holliman. She stated that she had been separated from him for the past two years, but that he comes to her house occasionally and threatens her and uses abusive and vile language towards her.

MRS. DU BOIS INSANE.

Elvira Du Bois, the wife of Charles Du Bois, who lives at 1217 West Third South street, was examined this afternoon by County Clerk James and Drs. Mayo and Ellerbeck, and adjudged insane and was committed to the asylum.

SPIKE AND RAIL.

Counsel C. O. Whittemore of the San Pedro will arrive home tomorrow.

W. H. Donnell of the Colorado Midland went to Ogden this morning.

A bad curve near Lookout, Wyo., is to be cut out by the Union Pacific.

Preparations for building the Short Line's Leaning cutoff are going on rapidly.

Cut and trim are said to be the watchwords of the traffic managers just now.

G. W. Kramer has been appointed second vice president of the Utah Fuel company.

A thousand boxes of spikes have been received for use on the Southern Pacific cutoff near Ogden west.

R. S. Ruble, traveling passenger agent for the Union Pacific, left Ogden for Omaha yesterday afternoon.

W. J. Ehenly, chief clerk in the Ogden office of Supt. Noble of the Southern Pacific, has gone to Thunder Mountain.

Capt. De LaMar is reported to be behind a project to build a line of railway from Eureka, Cal., to Weiser, Ida.

Next Monday evening is the time set for the annual ball of Division 222 Brotherhood of Locomotive Engineers.

E. R. Hunt, traveling freight agent for the Rio Grande Western at Ogden, is giving the road his report on the numerous railroad friends.

The special excursion train of the Tabernacle Choir will leave the Oregon Short Line passenger station at 9 o'clock tomorrow morning.

D. A. Nixon, an employee of the Consolidated Railway and Power company, has been prosecuted for a purse snatched by fellow employees.

About 40 acres of land has been purchased near Brighton by the Oregon Short Line. An agent of the company has been quietly looking up the property for some time past.

A report in Ogden is to the effect that work on the Oregon Short Line shops at Provo is to be stopped, and that ultimately the shops will be moved to the Junction city.

Notwithstanding the efforts of Utah shippers to secure a reduction of freight rates on wheat from the northwest, the prospect is that the rates will indubitably remain as they are.

Engines and cars of the Salt Lake & Los Angeles road are in the shops being put in shape for the summer's work in carrying excursionists out to Saltair, the beach will open on the usual date—Decoration day, May 26.

E. E. Neudham of the Rio Grande Western is the recipient of a gold badge from Lodge 823, Woodmen of the World. The token is in recognition of services in proselyting new members for the regular organization.

It is stated that on the first of next month the Union Pacific will start the Chicago and North Western will begin operating their own dining cars, to be followed in the same policy by the Oregon Short Line.

Citizens of Provo who were in town last night were full of enthusiasm over the prospect of a new railway passenger station to be erected in the Garden City by the R. G. W. General Manager Herbert's assurances to Mayor Taylor are made much of.

C. H. Warren, whose resignation as treasurer of the First Methodist church, and his successor is F. B. Hoffman.

The semi-monthly meeting of ladies was held in the long before the hall, Saturday, March 15, at 2 p. m. All are invited.

The orchestra of the First Congregational Sunday school is to be reinforced by Earl Mackay with his saxophone, and Benj. Smith with his slide trombone.

It is understood among Utah sheepmen that Utah sheep will have no trouble in getting into Idaho if they are perfectly clean and free from scab.

Dr. King today appointed Edward Pickering and Seth S. Stone to be sanitary inspectors to assist in the city's cleaning.

Gov. Wells is in Provo today attending the monthly meeting of the board of commissioners of the state insane asylum.

Mr. Arthur E. Custer of this city, and Miss Ruby Deaver of Bingham Junction, were married last evening at the home of the bride's parents in that place. Mr. Custer is a well known young assayer, being employed at the Bingham smelter at present. The bride is well known in the community, her family having resided at Bingham Junction a number of years.

There will be a civil service examination in this city, March 24 next, for inspector of halls, at \$1.50 per diem, with service in the Philippine Islands. On April 22, there will be examinations for the position of pomological clerk at \$1.20, in the bureau of plant industry of the department of agriculture, and for the position of medical clerk and translator at \$2.00 per week with the bureau of animal industry of the department of agriculture.

The Regent Mining and Milling company of this city filed articles of incorporation with the office of the county clerk this afternoon. The company is capitalized for \$60,000, which is divided into 600,000 shares of the par value of 10 cents each. R. O. Utey is president; C. H. Wilson, vice president; Frank L. Wilson, secretary and treasurer. The new corporation owns the Minton and Minton, and is located at Tooele county.

WARD ENTERTAINMENTS.

A dancing party, under the direction of the "Royal Four," will be given in the Sixth ward meeting house Friday evening, March 14, 1902. None under 16 years of age will be admitted.

LATE LOCALS.

J. R. Folks resigned last evening, as treasurer of the First Methodist church, and his successor is F. B. Hoffman.

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