

THE SALT LAKE HERALD Salt Lake City, - - Utah.

WEDNESDAY -- - November 28, 1888

LOCAL BRIEFS.

THE TERRITORIAL Supreme Court meets to-day.

THE DECEMBER number of Harper's Magazine is at J. W. Weyer's.

A CRAZY WOMAN was reported to be on the streets last night.

T. R. JONES & Co.'s received yesterday: Germania bullion, \$4,205.45.

SEVERAL MORMON emigrants from Australia arrived in Salt Lake yesterday.

THE REAL estate transactions of Monday show eight transfers, aggregating \$16,700.

HARVEY M. SCOTT'S funeral will be held Thursday, 2 p. m., at 841 East South Temple.

BOY YOUR Thanksgiving turkey at 12 1/2c a pound at E. L. Price's, 254 Main Street.

JAMES WORTENBULMS, of Summit County, was released from the Penitentiary yesterday.

REPORTS FROM Butte are to the effect that the mercury is dialying around the 15-below-zero mark.

MCCORMICK & Co. received yesterday: Handport bullion, \$7,500; Queen of the Hills \$1,000 Total, \$8,500.

WELLS, FARGO & Co.'s shipments yesterday were: Base bullion, \$13,374.29; fine bars, \$24,807; copper matte, \$8,880 Total, \$47,161.29.

THE SALT LAKE Oil Company has found it necessary to add another oil wagon in order to supply their rapidly increasing trade.

TWO BOYS, Robert Smith and Edward Graves, were arrested yesterday for disturbing Sunday services in the Third Ward meeting house.

DR. BENEDICT yesterday removed from Mrs. A. G. Johnson, of Tooele County, an ovarian fibroid tumor, weighing seven pounds.

MRS. ELIZABETH WEBB, wife of Edward Webb and daughter of Joseph Horne, of this city, died at Oasis yesterday morning, of Bright's disease.

WILLIAM KENT, a native of Logan, fell from a bridge at Anaconda, Mont., a day or so ago, and was instantly killed. His remains reached Logan yesterday morning.

A COMPETENT counter has estimated that not less than half a million sheep have been driven through the city during the last month en route to winter ranges in the west.

FRED, SOAREF, who has been connected with the Godbe-Pitts Drug Company for four or five years, will be found behind the prescription case of the new drug store soon to be opened in the Auerbach block.

THE BALL at the Theater this evening promises to be an immensely successful affair. The children's party to-morrow afternoon commences at 2 o'clock, and will without doubt be the biggest affair of the kind seen for many seasons back.

TEMPERATURE YESTERDAY as reported by the official Service office: At 6 a. m. -Salt Lake, 40; Helena, 26; Fort Ouster, 32; Boise City, 26; Fort Washkue, 30; Rawlins, 31; At 11 a. m.-Salt Lake, 47; Ogden, 51; Stockton, 37; Bingham, 41; Park City, 36; Provo, 43; Alta, 30.

A BRONCHO riding contest between Dave Rockwell, of Skull Valley, and Buck Anderson, of Blue Creek, will take place at the Jordan River race track on Thursday, the 29th. Each rider will have three horses, and a purse of \$100 will be awarded the one making the best time.

Business in the Police Court was dull yesterday, only one case coming up for hearing, that being a continuation of the case against William Hanson. The prisoner was found guilty and sentenced to pay a fine of \$60 or sixty days' imprisonment—the latter was chosen. Rather a costly pair of gloves.

THE POLICE last night arrested a couple in the Grand Central for trespass. The man's name is C. N. Gaffell and the girl gives the name of Mary Parker. It appears that they were discovered in a room together and the probabilities are that a graver case will be developed when the evidence is heard to-day.

A GANG of horse thieves paid Tintio a visit the early part of this week, and appeared to be considerably flush with money. They evidently knew the status of the community and kept quiet. They managed to get away with one of Poyner's horses and a set of Hank's harness. The stolen property was captured and one of the gang named White, lodged in jail.

THE THREE elegant new stores in the Scott-Auerbach building are now only awaiting the arrival of the plate glass before the tenants move in. The north store will be occupied by Mr. Ross, an eastern druggist, whose fixtures are now arriving, the middle one by Barratt Bros. and the one on the south by George M. Scott & Co. An elevator connects with the offices on the upper floor.

A. L. FULLER of Mill Creek, was arrested by Deputy Franks on the going charge and was released yesterday on giving the required bonds. His examination will be held Saturday. Later in the day, the same deputy came in with John Groves, of Sugar House Ward, who had been nabbed on a similar complaint. It begins to look as though Franks was doing some tall rustling for Christmas.

Mrs. S. A. COLBURN, the aged mother of our townsmen, Henry Tribe, and George Tribe, of Ogden, died suddenly at the last named place at 5 o'clock Tuesday morning. The old lady was over 72 years of age, had been ailing for a short time, but it was thought she was rapidly recovering. Her sudden demise was wholly unexpected, and will doubtless cause a great shock to her many friends.

NIMRODS COMPLAIN of the scarcity of the festive jack rabbit. The Jordan range and the Sand Ridge, from which places hundreds have been obtained in a single day, are almost entirely depopulated, and in certain sections of the south, where they were at one time so numerous as to constitute a formidable nuisance, there are comparatively few. The men decrease is said to be due to the rigors of last winter, and the subsequent dry and hot weather.

THE CITY COUNCIL.

Sewer Surveys to Commence this Morning.

THE PARLEY'S CANYON CANAL.

The Bath House Again—McCormick and Street Lamps—The Police Uniform Bill Sleeping.

The City Council was promptly called to order last evening. There were several vacant chairs, however.

PETITIONS.

Adam Spiers, William Fuller and H. Barney, a committee in behalf of the inhabitants of the First, Second and Tenth Wards, represented that in the month of February, 1888, the people of those wards held a mass meeting and decided to take the necessary steps to protect their vested rights in the waters of Emigration Creek; they, therefore, desired to call the attention of the Council to the fact that whereas by consent of the people of these wards the city had diverted a portion of the Emigration water from the creek, in exchange for the use of water from the salt lake and Jordan Canal, they requested that the Council have made an instrument guaranteeing to them their vested rights in said Emigration Creek. Referred.

J. L. Durgin and others asked that the water ditches or canals along the line of the D. & R. G. and other streets contiguous, be cleaned out as they were in a most beastly condition. Referred to the committee on irrigation.

William Stewart and others represented that the ditches on Third North Street, one block east and one west of the D. & R. G. track, needed cleaning out. Their condition was simply beastly. Committee on irrigation.

THE BATH HOUSE AGAIN.

F. D. Kimball and associates asked that the City Council sell them for \$15,000 the property known as the Warm Springs bath house.

Ms. McCormick—I move that the petition be granted.

Mr. Ritter—I would like to amend by making the purchase price \$115,000.

Ms. McCormick—I rather think \$15,000 a big figure.

Ms. Dooley—What rent are we getting?

THE RECORDS—One hundred dollars per month.

Ms. Dooley—Are any improvements being made?

THE RECORDS—No.

Mr. Ritter—I understand that during my absence last winter, \$20,000 was appropriated to make improvements at this place. I would like to ask whether anything has been done in the matter?

THE MAYOR—Yes, I have obtained plans and estimates.

Mr. McCormick—If \$15,000 is not high enough, why not advertise for a bigger bid? The city has no more right to go into the bathing business, than it has to run a livery stable.

THE MAYOR—I do not like the idea of any private corporation buying these springs and thus creating a monopoly.

Ms. McCormick—The city needs money, and ought to sell these springs at a reasonable figure.

THE MAYOR—The way I look at the matter, \$250,000 would not be too high a figure.

Mr. Roberts—I move that we accept the bid made by the mayor.

There was a little more desultory discussion, when the petition was referred to the committee on public grounds.

MR. OTTINGER'S REPORT.

The superintendent of waterworks presented the following report, which was received and ordered filed, after Mr. Young had asked "what it all meant, anyway!"

OFFICE OF THE SUPERINTENDENT OF WATER WORKS, SALT LAKE CITY, NOV. 26, 1888.

To the Hon. Mayor and Members of the City Council of Salt Lake City:

Gentlemen—The report of the superintendent of water works in relation to the petitions of L. G. Snodder, Jacob Morton, and others for an extension of the city water mains east of Eighth East Street, was referred back to this office with instructions—

(1) To estimate the cost of connecting the district in reference with the upper water works system; and

(2) An explanation of the cause of the lack of pressure from the line of mains located in the eastern part of the city.

Also, to report the estimated cost of constructing a system of water supply, by piping, for that portion of the city from the Parley's Canyon Canal.

In answer to the first proposition, I will state that the line of the canal (Parley's Creek) is on a level with the upper reservoirs (Eighteenth and Twentieth Wards), and a reservoir could be constructed at any point on the canal east of the city, but would necessarily come within the military reservation, and to obtain a right or title to locate on the government land would cause delay and a possible refusal. The strongest objection, I would respectfully suggest, to this location, is the elevation, it would give a pressure running from 175 to 200 pounds, a pressure altogether too strong to be economical in distribution, and too straining on the service pipes and mains.

I will here answer the third proposition by stating that a reservoir can be constructed on a line (gravity) with our lower reservoirs in City Creek Canyon (brick building) on the eastern boundary line of the city, giving a pressure running from 80 to 120 pounds. The plans and specifications for the construction of a reservoir with a capacity for impounding 6,000,000 gallons of water, with the proper supply pipes and pipes to connect with the lower system, to be presented for your consideration as soon as the proper surveys, cost of excavating, piping and plans are made. In answer to the second proposition: The capacity of discharge through the 36-inch main at the distribution point of this line of mains, approximates (with full reservoirs) to, pressure, 75 pounds, velocity of flow, 112 feet per second, gallons discharged per minute, 61,991. This is the carrying capacity of the pipe, not water used.

From the distributing point we have a descending grade sloping south and west on South Temple street, westward, 2,350 feet in the hundred, on East Temple Street, 2,175 feet in the hundred. Eastward, on South Temple Street, we have an ascending grade of 2,170 feet to the hundred. Using Fris-

East Street as a division line, we have west of this street supply mains of the following diameters: 12, 13, 8, 6 and 4 inches. The average pipe diameter of a fraction over 8 inches. The average pressure by gauge tests on the five hydrants in this western division is 100 pounds, with an average velocity of flow per second of 125 feet. West of First East Street there are 973 service pipes. I have made these a 7/8 inch diameter one half inch, with a discharging capacity of 4 gallons per minute each, with all open, discharging 45,966 gallons per minute. East of First East Street we have 8, 6 and 4 inch distributing mains; these average diameter, 6 inches; average pressure, 84 pounds; an average velocity of flow of 111.20. With 576 half inch service pipes, each service capable of discharging 42 gallons per minute or with all running, 25,332 gallons, or combined east and west side discharging 74,338 gallons. This is theoretical, the actual discharge, 62 per cent of this sum, would give us 46,101 gallons per minute.

But there is no complaint of shortage west of First East Street south of the south side of First South Street. In this area (west and south of said streets) we have an average pipe diameter of a little less than eight inches, an average pressure of 136 pounds, an average velocity of flow of 125.59 feet, and 1,586 half inch service pipes discharging 47 1/2 gallons each, or together 78,182, or 62 per cent of this 45,841 gallons a minute. East of Fourth East and north of First South Street, the pipe diameter averages 5 inches, with an average pressure of 68 pounds, velocity of flow 52.90 feet per second, 93 half-inch service pipes, discharging 34 1/2 gallons each, or combined 3,332, or 62 per cent 2,065 gallons per minute.

During the months of July and August the low stage of water flowing in City Creek, our source of supply, gives barely sufficient capacity for the service pipes of the 30-inch main, not covering between 10 a. m. and 11 p. m. o'clock, and consequently our flow and pressure is correspondingly low at the distributing point, a fraction over 2,000 gallons per minute, or 4,500,000 in the twenty-four hours. As the service pipes opened (and I naturally infer they are about all open as wide as possible) south and west of the delivery point, this capacity of discharging sixteen times this amount of water (3,000 gallons), the mains, owing to their altitude east of Fourth East street, are left high and dry, and this not through a lack of carrying capacity or pressure, but wholly on account of the elevated water supply flowing in City Creek. Respectfully submitted, G. M. OTTINGER, Superintendent Water Works.

NO MORE RECOMMENDATIONS.

The committee on streets, to whom had been referred the petition of A. Brown, mentioned in the communication of Thomas W. Jennings, reported that they had no more recommendations to make. Adopted.

THE STREET LAMPS.

The committee on improvements made the following report:

Your committee to whom was referred the request of the City Council, November 13th, 1888, respectfully recommend that all lamps ordered hereafter be placed in the center of the streets where the foliage is dense enough to obstruct the lights, but in no other case would we recommend lamps to be placed other than on the sidewalks. With reference to removing lamps already up, your committee is confronted with the petition of Charles Read and twenty others objecting to a removal of the lamps on First South Street from the sidewalks to the center of the street, and therefore suggest that the City Council require at least 50 per cent of the property owners' consent before changing their present location.

Mr. McCormick—is there any provision in our contract with the Gas Company as to the size of the burner to be used in the street lamps?

Mr. Sharp—the contract calls for a six-foot burner.

Ms. McCormick—Well so far as my observation goes, I should say that some of them do not reach over two and a half feet.

Mr. Young—if we pay for six feet we ought to have it.

Mr. McCormick—There is certainly something wrong. I saw one gas lamp to-night that necessitated the striking of a match to find it.

Mr. Dooley is in favor of the lamp being placed in the middle of the street, and in this Mr. Pyper saw eye to eye with him.

Mr. Young thought the placing of the lamps in the center avoided the danger of collisions between teams, and this did away with the chances of greater danger to life and limb.

Mr. Ritter—There is certainly great danger in driving along dark streets, and a light in the center would avoid all this. If a couple of persons ran against each other on the sidewalk there was no great harm done.

Mr. Clark—No—unless one has held of a sand-bag.

The report was finally tabled, pending further investigation.

THE SEWERAGE QUESTION.

Mr. Ritter informed the Council that the committee on sewerage had held a meeting and decided to engage the services of an engineer to immediately make surveys looking to the proper location of the main sewer. The committee had directed the engineer to run lines on all streets to the south of First South and locate the best street for the main sewer. They had engaged one engineer-in-chief and he would place two or more parties in the field. He is a practical man and it is absolutely necessary that these surveys should be made before any further steps can be taken, and before contracts, etc. can be let. If the action of the committee can be ratified, the engineer and his assistants will at once go to work. The action of the committee was ratified, and the engineer will commence work this morning.

A BILL ALLOWED.

The bill of Jesse W. Fox, Jr., for services as city surveyor, \$650, was allowed.

ONLY SLIGHT REPAIRS NEEDED.

The committee on canals, with the mayor associated, to whom the matter had been referred, reported that but slight repairs were necessary on the canal flume, and recommended that they be made. Adopted.

ALONG NINTH NORTH.

The committee to whom had been referred the petition of John Carruthers and others, asking that the Parley's Canyon Canal be run along the original line, instead of along Ninth North Street, as was later proposed, reported favorably, provided that the right of way be given to the city free of expense.

Mr. Ritter moved to lay the report on the table and the motion prevailed.

TO THE MAYOR AND ATTORNEY.

A petition asking that a certain piece of real estate once owned by Martin Wordell, but which had been sold for taxes, revert back to him on

payment of taxes, costs, etc., was referred to the Mayor and city attorney.

THE POLICE UNIFORM BILL.

Mr. Sowles—I now move that we take up substitute for bill No. 7—to uniform the police force of Salt Lake City. The motion was lost—6 to 3, and a communication from Hugh Anderson in reference to the flumes on East Temple Street read and referred to the watermaster.

Mr. McCormick—I now move to take up the police uniform bill. Either kill it or pass it. It is time something was done with it.

The motion was withdrawn to allow of the consideration of No. 39, a bill for a resolution authorizing the city surveyor to approve certain maps and plats. After a large number of amendments had been made, it was passed, as follows:

Be it Resolved by the City Council of Salt Lake City, That the surveyor of said city be and is hereby authorized to approve in duplicate to be furnished by applicants, any and all maps and plats of land situated within the limits of Salt Lake City, for the purpose of entitling such maps and plats to be recorded in the office of the County Recorder under the provisions of Section 146, Page 287, Volume 1, of the Compiled Laws of Utah of 1888, all of which maps shall be filed with the City Recorder. Provided, That all such maps and plats of land situated outside the city survey, shall be located with reference to a section corner, and provided further, That such approval shall in no instance be construed as an acceptance of the dedication of any street or public grounds designated in such map, nor render said city liable for keeping the same in repair.

Mr. Clark then moved an adjournment; it was carried and the police uniform bill slept the sleep of the just.

AN OBJECT OF INTEREST.

The novel display in the window of E. J. Swarer & Co. attracted no little attention yesterday. Swarer says it is only the forerunner of much that is to follow, and that he will have some genuine surprises for Salt Lake in the way of Christmas and New Year's presents, which he will offer at prices heretofore unheard of in this section of the world. Among the latest, so far received, are several elegant onyx-top tables, and they elicited no small amount of admiration yesterday. His stock will be fuller and more complete than ever, and he has this season paid special attention to the precious stones, of which he has the largest and most valuable stock in the Territory.

Delicious Warm Beverages.

The delicacies served to the thirty and cold at the Occidental are delicious, pure and superior. First-class wines, liquors, beers, ales and cigars. Family supplies a specialty.

AUER & MURPHY, Proprietors.

Boys Jersey Pants and Kilt Suit just received, at AUERBACH'S.

The new stationery firm of Shaffer & O'Connor is now ready for business. They carry a full and complete line of stationery, holiday goods, toilet soaps, perfumery, etc., etc. Newspapers and periodicals will be made a special feature of their business. No. 64 East First South Street.

Highest prices paid for Lucern Seed at Bailey & Son's Grain Store.

Mark McKinnans' Livery Stable, Main Street, opposite Postoffice.

Tickets from Europe to Salt Lake City only \$54. Round trip tickets only \$120. Secure your tickets at once from J. A. Peterson, Emigration Agent, 29 E. Second South St., Salt Lake City, Utah.

Real Duchess and Point Lace Handkerchiefs at \$2.50, \$3, \$4 and \$5 and upwards, just received.

F. AUERBACH & BRO'S.

Don't forget the A. O. U. W. Ball in Emporium Hall on Thanksgiving night. Those who go may be sure of having an enjoyable time.

Don't miss the cut rate sale of Boys and Children's Clothing, commencing Monday, November 28th, at L. GOLDBERG'S, 205-207 Main Street, Salt Lake City.

Wise in Their Day.

All who won boxes of cigars on the election of Mr. Harrison are insisting upon having the Famous or other popular brands made by Sam Levy.

All the Rage.

Very much used by the young people. The "Petite" Photograph, \$1.50 per dozen at Fox & Symons.

COAL! COAL! COAL! Rock Springs, Red Canyon, Weber and Pleasant Valley. Order now from the Union Pacific Co. O. E. WATLAND, Agent. Office, cor. Main and 2nd South.

McCoy & Harmon have removed the City Livery Stables from 223 First East Street to the stables formerly occupied by Grant Bros. No. 22 and 24 Second South. Telephone No. 81.

MOTHERS and Popinottes for evening wear, at F. AUERBACH & BRO.

NOTICE.

On June 17th our stock was burned. We now offer a large stock of Furniture entirely new, we think at prices lower than any heretofore named. Warehouse and show-rooms, building formerly occupied by Co. op. shoe factory. A line of samples and office at the old stand, Main Street.

BARRATT BROS.

PACKING BARRELS FOR SALE.

One thousand packing barrels for sale cheap. Enquire at the Salt Lake City Brewing Company's office, at the brewery.

For honest goods at honest prices, go F. AUERBACH & BRO'S. one price establishment.

Free of Charge.

Ladies buying childrens suit will please remember that we give a Mothers Friend Shirt Waist to each suit, free of charge.

L. GOLDBERG, 205 & 207 Main Street.

Those lovely Pushes F. Auerbach & Bro. are selling at 90c. and \$1.05, are a bargain sure.

Coal! Coal!

J. C. & H. Watson have reopened their coal office in Hyde & Griffin's building with Taylor Brothers & Clive, No. 119 Main Street.

IN RAILWAY CIRCLES.

Three Thousand Sheep Loaded by the Utah Central.

SOME REPORTED CHANGES.

Little Ore Shipments—Building Stone From Red Butte—The D. & R. G. W. Wreck.

A SPECIAL train leaves for Tintic this morning at 6 o'clock.

TWELVE carloads of ore came in from Tintic yesterday via the Salt Lake & Western.

SUPERINTENDENT SHARP and Chief Clerk Mackintosh have returned from their flying trip to Milford.

THE Utah Central will not receive freight on Thursday, and the general offices of the company will be closed.

SIX carloads of building stone are daily being brought from Red Butte Canyon by the Salt Lake & Fort Douglas.

ALEX. MITCHELL, of the Chicago, Milwaukee & St. Paul, left last night accompanied by his wife, for a Thanksgiving jaunt to Milwaukee and Chicago.

THE Utah Central people loaded 3,000 sheep at Payson yesterday. The mutations are bound for the Chicago markets, and they will soon grace the tables of the epicures of that city.

"The individual who asserts that the D. & R. G. Western has already been absorbed by the Denver & Rio Grande proper, is a most unmitigated ass," said a railroad man yesterday.

THOMAS BURBANK, general manager of the Sanpete Valley Railroad, left last night for the east, to meet his wife who is on her way home from New York, where she has been visiting.

ELECTRICITY as a motor continues to make rapid progress. There are now in operation 175 miles of electric street railways with 310 cars, and over 150 miles, which will employ 247 cars more, are noted as projected.

In railway circles it is now intimated that the putting on of the through train from Omaha to San Francisco can have but one effect, and that is to compel the roads operated east of the river to follow the example set them by the Union Pacific and Central Pacific. All of which means that it will not be many moons ere through vestibule trains will be running from the Atlantic to the Pacific.

AFTER a long delay, the Railway Gazette has concluded that there is something besides idle rumors in the reports sent out concerning the Salt Lake Valley & Eastern, and says: "It is asserted that the mysteriously proposed line between Salt Lake City, Utah, and Sioux City, Ia., about which so much interest has been excited, is backed by ample capital and will be completed within twenty months, forming a line much shorter than the Union Pacific and with more favorable grades. The Central Pacific and Illinois Central Companies are credited with being back of this very important scheme, about which some detailed information will be given next week."

THE Denver & Rio Grande Western due in this city at 5 o'clock did not arrive until midnight, owing to a collision near Colorado Springs between the Denver & Rio Grande express and the Rock Island, both of which roads use the same track. Both engines are a total wreck. The baggage and mail cars bound for Salt Lake were burned up with their entire contents, the fire originating from the stove. Only two men were killed but the passengers were all more or less injured or badly shaken up, excepting those in the sleeper which was not derailed. The Pullman and one of the passenger coaches to which was added a couple of new cars, composed the train after the wreck was cleared away. The passenger coach which arrived in this city last night showed unmistakable evidence of rough usage, some of the seats were broken, the car was bespattered with blood and presented a "used up" appearance generally.

RAILWAY CHANGES.

Elijah Smith, president of the Oregon Railway & Navigation Company, W. H. Holcombe, general manager of the same company and the new vice-president of the Union Pacific road, and General Passenger Agent Tebbitts, of the latter road, are expected in this city next Sunday.

Holcombe is reported to be contemplating a number of changes in the Union Pacific offices. He is a man who with a bound has come into great prominence in transcontinental circles. Not over three years ago he was the receiver of the Iowa Central Railroad, a small concern. Eventually it was absorbed by the Burlington Company, and in this way Holcombe became friendly with the late T. J. Potter, then general manager of the Burlington and the most prominent railway manager in the west.

When Potter was induced by the offering of a princely salary to manage the Union Pacific road two years ago, he made Holcombe general manager of the Navigation Company, which is an adjunct of the Union Pacific. In that position he distinguished himself in a fight against the Northern Pacific road for a right of way across the Indian reservations in northwestern Idaho. The Navigation Company desired to extend its road into that country, and the Northern Pacific objected to having it as a competitor. Holcombe came out ahead. In the meantime Potter did, and Charles Francis Adams and the Union Pacific directors named Holcombe a few weeks ago as Potter's successor.

He still retains his position as General Manager of the Navigation Company, and has just appointed Edward Cookingham as his assistant in that position. The next move he is credited with will be the appointment of Benjamin Campbell, general freight agent of the Navigation Company, to the same position on the Union Pacific road, to take J. A. McCrees' place. The latter recently married a very wealthy woman, and on account of bad health is said not to be unfavorably concerned about the change. He will probably retire from the railroad business. No one is as yet mentioned to take Campbell's position with the Navigation Company.

As affecting the local offices of the two companies, Holcombe's intention is said to be to combine the two local offices of the Navigation Company and that of the Union Pacific into one joint office. The passenger and freight departments will be separated. For the new joint passenger agency, William B. Dell, now one of the local passenger

agents of the Navigation Company, is said to have been favorably considered. For the joint freight office, L. A. Johnson, of Omaha, the assistant general freight agent of the Union Pacific, is Holcombe's choice. Johnson is credited with wanting to come here. D. W. Hitchcock, the present general agent of the Union Pacific in this city, will be given an agency in the east—San Francisco Examiner.

THE RAILWAY PROBLEM.

The railroad problem in this country, as it now presents itself, both to managers and stockholders, is just now exceedingly complicated, says the Boston Herald. From one end of the country to the other reports