

THE UTAH & WYOMING

Salt Laker interested in the New Road.

REGIONS WHICH IT WILL REACH

Six Carloads of the Most Eminent Geologists in the World are Heading This Way.

The Herald was first to make known the fact that a syndicate of capitalists from this city was to go to Wyoming to meet representative citizens of that state for the purpose of incorporating a railway to co-operate with the Utah & Wyoming in extending the line east to connect with the Chicago, Milwaukee & St. Paul.

The committee of Salt Lake citizens has been working very quietly but none the less effectively, as it succeeded in organizing a company at Evanston in which the Salt Lake backers of the Utah & Wyoming have representation.

G. W. Carleton is president of the company, O. D. Marks, vice-president; A. L. New, secretary and treasurer.

The Utah, Wyoming & Eastern is the extension of the Utah & Wyoming. It starts in the southeastern corner of Wyoming and runs in a northwestern direction, crossing the Union Pacific near Hilliard, crossing the Oregon Short Line at Bitter Lake, connecting with the Burlington & Missouri river at Robinson's ferry, on Green river, paralleling the Wyoming & Eastern to the Platte, crossing the Elkhorn & Missouri Valley railroad at Long's creek, connecting with the Chicago Milwaukee & St. Paul survey at Spout Hill creek, Neb.

The north line of the road runs from Big Sandy up Sweetwater, down Beaver to Wind river, following Wind river through the Black canon of the Owl creek range, passing through the Shoshone reservation, down Big Horn river, crossing Big Horn and Little Horn at Fort Custer; thence through the Crow reservation to the Yellowstone, in Yellowstone county, Montana.

This road passes through the entire old belt of Wyoming from the southwest to the northeast.

The Black Hills branch goes up Lightning creek and down the Cheyenne river, connecting with the Black Hills railway.

The road passes through the Alima and Hilliard, Ham's Fork, Green River, Shawnee, and Lightning coal fields and through a rich agricultural, mining and timber country, tapping the principal stock and grazing ranges of the state.

The route passes through the rich mineral camps of South Pass, Minter's Delight, Atlantic and the Sweetwater ranges, the extensive low grade of the Owl creek range. It gives rail facilities for the Cook City and Clark's Fork mines in Montana. It passes through the rich gold and silver mines of the West. The rail connections to this city it is safe to predict that it would deliver fifty cars of ore to the smelters of this city per day, to say nothing of the immense quantities of building stone which stands without a poor.

The successful completion of this road insures at least 400 cars of freight a day over the Utah line.

Geological Guests.

A large party of geologists, all members of the International Geological society, will probably leave Butte for this city on September 13. The party travels on a special of six Pullman coaches and one baggage car. After spending two days in this city they will proceed to Denver via the Union Pacific. Salt Lake would do itself proud by entertaining them. The party among whom are some of the foremost experts in the world. The following are the officers:

- Honorary Presidents—J. D. Dana, James Hall, President—J. S. Newberry, Vice-Presidents—United States, Joseph Le Conte, J. W. Powell, Secretary—Canada, J. C. K. Laflamme and W. MacFarlane; Mexico, Adel Castillo; England, T. McK. Hughes; Scotland, H. H. Wood; France, J. B. Sirey; Belgium, H. Haug; Holland, G. A. F. Molongraeff; Norway, H. Reusch; Sweden, Gerard de Geer; Russia, Th. Tchernychev; Austria, Dr. A. Pavlov; Denmark, John Strup; Germany, Dr. Von Zittel and H. Credner; Austria, Dr. Tietze; Hungary, Joseph Von Szabo; Spain, M. F. DeCastro; Portugal, Dr. Philipp Nery del Gado; Italy, Paolo Usseli; Switzerland, H. Gollier; Roumania, G. Stefanesco; India, F. R. Mallet; New Zealand, F. Hutton; Australia, Arch Liveridge; Chili, F. S. San Roman. General Secretaries—H. S. Williams, S. F. Emmons.

Secretaries—J. C. Branner, Em de Margerie, G. H. Williams, Dr. F. French, Dr. Diener, Whitman Cross.

Treasurer—Arnold Hague.

Among the distinguished foreigners whose names are household words in scientific circles are:

- Austria-Hungary—Dr. Carl Diener, of the University, Vienna; Dr. Emil Tietze, of the Royal Geographical Society, Vienna; Canada—Frank D. Adams, McGill College, Montreal; Thomas MacFarlane, inland Revenue Department of Law, Chili—Señor Francisco I. San Roman, Santiago. France—Prof. Dr. Charles Barrois, of the University at Lille; Mr. Marcelin Boule, of the University of Clermont; of the Museum of Natural History, Paris; M. Em de Margerie, of the French geological service, Paris. Germany—Prof. Dr. Achilles Andreae, of the University of Heidelberg; Dr. Alfred Hergert, of Munich; Prof. Dr. Hermann Credner, of the University of Leipzig; Dr. F. French, of the University of Halle; Dr. Otto Jaekel, of the University of Berlin; Prof. Dr. Emanuel Kayser, of the University of Marburg; Dr. Alfred Osann, of the University of Heidelberg; Herr Felix Plieninger, of Munich; Herr Julius Homburg, of Berlin; Dr. August Rothpletz, of the University of Munich; Herr Ulrich Schott of Munich; Prof. Dr. G. Steinmann, of the University of Freiburg; Dr. Arnold Ulrich, of the University of Strasbourg; Herr Adolph Venedy, Bergstr., Eisenach; Berlin; Dr. Felix Wahschke, of the University of Berlin; Prof. Dr. Johannes Walther, of the University of Jena; Dr. Bruno Weigand, of Strasbourg; Dr. Baron Sidney von Wobrnann, of Munich; Dr. E. A. Schmidt, of the University, Tubingen; Prof. Dr. Von Zittel, of the University, Munich. Great Britain—Henry M. Cadell, Edinburgh, Scotland; James C. Christie, F. G. S., Old Cathart, Scotland; Miss Mary Forster, M. G. A. L., London; John W. Gregory, F. G. S., British Museum, London; Alfred Harker, F. G. S., St. John's college, Cambridge; Bernard Hobson, F. G. S., Owens college, Manchester; Lieutenant Colonel A. O. Tabuteau, F. G. S., Bath, England. Mexico—Joaquin G. Aguilera, sub-director of the Mexican Geological commission, City of Mexico; Ing. Antonio del Castillo, director of the Mexican Geological commission, City of Mexico; Esquivel Ordono, of the Mexican Geological commission, City of Mexico. Roumania—Prof. Stefan Sibleano, of the University of Bucharest; M. H. Hette Sibleano, Bucharest; Prof. Gregorie Sifanos, of the University of Bucharest; Mme. Maria G. Sifanescu, Bucharest. Russia—Nicolas Bogdanoff, St. Petersburg; Prof. A. N. Krassnow, of the University of Cherson; Roman Levitsky, St. Petersburg; Prof. Alexis Pavlov, of the University of Moscow; Madame Marie Pavlov, of Moscow; Prof. S. Schmidt, of the Russian Geological society, St. Petersburg; Prof. P. Tchernychev, of the Russian Geological society, St. Petersburg. Sweden—Baron Gerard de Geer, Geological survey of Sweden, Stockholm; Nils Olof Holst, Geological survey of Sweden, Stockholm; Hjalmar Sundbom, Geological survey of Sweden, Stockholm; Prof. Hjalmar Sjogren, of the University of Uppsala. Switzerland—Prof. Dr. C. Schmidt.

General Passenger Agent Brannan, of the Rio Grande Western, says they are expected to arrive in Salt Lake September 14 on their special train and remain in the

city September 14, 15 and 16, leaving on train No. 2 on the 17th inst.

As the irrigation congress will be in session at that time, Mr. Hennett suggests that the two associations should be brought together, which suggestion will be carried out by inviting the geologists to participate in the business of the convention for two hours at a morning session.

It is proposed to give the geologists a ride to the Wasatch, a half day at the lake and a ride about the city, and if they can spare the time, a view of the Ontario.

The Eureka Lines.

There is sharp competition between the Union Pacific and Rio Grande Western for railroad communication to Eureka. Resident Engineer Ward, of the Rio Grande Western, said to a Herald reporter yesterday that his company was pushing the work as rapidly as possible.

One thousand men are now at work and more are being sent out as fast as they can be secured. Between three and four hundred teams are at work. The distance between Springville and Eureka, the terminus of the new road, is forty miles. Of this distance twelve miles, from Springville to Payson, is already finished, and regular trains will be put on by the 15th.

The grading is being done in the best possible manner, and a new 55-pound steel rail, manufactured by the C. C. & I. company of Denver, is being laid. Most of the work is very heavy and expensive, there being several bridges and tunnels, besides heavy embankments. The estimated cost in all, is \$300,000.

On June 15 the first contract was let. Most of the work was awarded to the Springville Grading company. It is expected that the road will be ready to run trains by the first of December. The new road opens up a rich agricultural and mining country, and it supplies a long felt need of the country and gives the Rio Grande Western a paying piece of road.

THE UNION PACIFIC DISPUTES IT.

The Union Pacific people dispute the statement that the Rio Grande Western handled the bulk of the Ogden business on Labor day, and claim to be able to demonstrate that they got away with the lion's share of it by showing the tickets.

Denver & Rio Grande Earnings.

The earnings of the Denver & Rio Grande for the month of August were \$744,700, as against \$735,000 in 1890 and \$696,500 in 1889.

Burlington Mileage.

There is said not to be the slightest foundation for the story that the Chicago, Burlington & Quincy will begin at once the construction of 500 miles of road into the far northwest, going to Helena and Butte City. The Burlington has this year finished forty-eight miles of road, the construction of which was begun last year. Further than this no road has been built nor is any contemplated. The mileage of the Burlington system, including Chicago, Burlington & Northern, was on December 31, 1890, 4,291 miles and it is now 4,729 miles. The company also owned at the close of 1890, 169 miles of narrow gauge road and operated jointly 57 miles standard gauge road.—Journal of Commerce.

Union Pacific Questions.

Chicago, which is sometimes right, but which often scents news that has no existence, wired rumors to-day that western creditors of the Union Pacific company might apply for a receiver at Omaha. Yes, they might, but will they? And so might eastern creditors have done when they lately called for payment of loans, which the company could not pay, but they did not ask for a receiver, and only one creditor so far as is known, has sold the collateral securing his loan.

Furthermore, will rich capitalists identified with this property and interested in the great speculative boom in stocks, jeopardize their investments in Union Pacific and the success of the speculative movement in the stock market by allowing a receiver to be appointed for this property, when a few million dollars will pay the floating debt in full? It seems improbable that they will do so. Mr. Ames will find a receiver to be appointed for this property twelve hours a day to prevent the Union Pacific from foundering. Why isn't Mr. Gould on deck at this critical juncture?—Boston Herald.

Railroad Rumbles.

The Union Pacific is moving the water tank nearer the passenger depot in this city and has just put in a water column which supplies the steam horse direct from the water main.

A coal shed is in course of erection in the Union Pacific yards. It is 175 feet long and equipped with chutes of the latest sort. A party of engineers under the charge of Mr. Garthright has been at work in the Union Pacific yard enlarging, setting grade stakes and putting the yard in better condition. The work is nearly completed and the yard is beginning to present a better appearance.

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A MODERN INNOVATION.

That's what the "Americanized Encyclopaedia Britannica" is.

Throughout the English-speaking world the Encyclopaedia Britannica is ranked the best, most accurate and reliable work in print. Nobody with any pretensions to literary judgment will deny this statement.

There are blemishes in diamonds—so there are in the Encyclopaedia Britannica.

The ninth and latest edition of the Encyclopaedia Britannica, compiled from five to twenty years ago, has become out of date, and on account of the rapidity of events, especially in the United States, it has become as a work of reference comparatively old.

Gladstone states that the world has made more progress in the last hundred years than in all the past ages. Therefore the world demands not an encyclopaedia that gives only the history of the past, but an encyclopaedia that chronicles the mighty events of recent years.

That is just what the "Americanized Encyclopaedia Britannica" does. What is this Americanized Encyclopaedia Britannica? It is the Encyclopaedia Britannica "Americanized," therefore modernized, and brought down to date, namely, 1890.

The Encyclopaedia Britannica says nothing about such men as Bismarck, Gladstone, Thomas A. Edison, Kosuth, Blaine, Cleveland, Henry Ward Beecher, Jefferson Davis, Benjamin Harrison, nor even General Ulysses S. Grant; in fact, nothing of the men who lived in the past few years, whose history is that of the world. The Americanized Encyclopaedia Britannica contains the biographies of not only the above great men, but also of thousands of others whose names will be handed down to posterity and cherished by it as great for all time to come.

The Encyclopaedia Britannica, compiled by Englishmen for the use of Englishmen, slighted American subjects; as an illustration, the Encyclopaedia Britannica will tell you more about an insignificant English borough than a sovereign American State; lengthy details about my Lord Tomnoddy, but sadly silent about Ethan Allen, whose acts as leader of the Green Mountain Boys in capturing the first fort (Tiiconderoga) from the British in the War for Independence placed him in the front rank of liberty's heroes.

The Encyclopaedia Britannica no doubt is a valuable work for the dreamer, the theorist or the man of leisure who can devote plenty of time in looking up such abstruse subjects as the infinitesimal calculus, the catenae of Rome, or the dreamy time before the flood, but when it comes down to modern events, to use the latest slang, "it is not in it."

According to it (Encyclopaedia Britannica), Albany, the capital of New York State, is still an overgrown town of only 70,000 or so inhabitants, Denver is still a hamlet of 15,000, while Chicago is put down for the modest population of a trifle over 400,000.

The spirit of the age is to say what is to be said, in the least possible words. We moderns do not want to wade through flowery avenues of beautiful phrases, by which the Encyclopaedia Britannica has been spun out to the wearisome length of twenty-four cumbersome volumes, but to get at the wheat of the subject at once, disposing of useless and meaningless words to the idle dreamer, or the four winds of heaven.

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