

TRACK AND FIELD.

Racing, Baseball Games and Other Out-Door Amusements.

Record of the Principal Sporting Events of the Day as Telegraphed to The Herald.

Saratoga Races.

Saratoga, Aug. 1.—The track was somewhat heavy. Six furlongs—Tom P. won, Monocler second, Redgate third. Time 1:35 1/2.

Two City Jockey Club Races.

St. Paul, Minn., Aug. 1.—Maud Marian won, Belvoir Backer second, Forest third. Time 1:48.

Brighton Beach Races.

Brighton Beach, Aug. 1.—The track fast. Six and one-half furlongs—Firefly won, Jackstar second, Lathbert third. Time 1:32 1/2.

Seven furlongs—Alphart won, Alcide second, Casanova third. Time 1:50 1/2.

Five furlongs—Primo George won, Sam Bryant second, Imperator third. Time 1:25 1/2.

Six furlongs—Kilnara won, Costa Rica second, Pat Conley third. Time 1:36 1/2.

Six furlongs—Baron won, Expose second, Woodberry third. Time 1:36.

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THE TIME IS FIXED

For the Great Case of the Chamber of Commerce.

The Railroads Must Meet the Unanswerable Charges on September 5.

Secretary Sears has received a notice from the Interstate commission that the case of the chamber of commerce of Salt Lake city against the Union Pacific railway company will be heard in this city on Sept. 5.

This case is of unusual prominence, as it affects the freight rate of all the railway companies carrying freight into the intermountain regions and involves a cash consideration of more than a million dollars a year.

The secretary has not yet been advised of the composition of the commission that will sit at Salt Lake, but the probability is that Messrs. Vessey and McMill, who are now at Portland, Or., will be members of the court that will hear the Salt Lake case.

The Coal Combine.

The coal combine which THE HERALD has kept before the public for the last six weeks, and which the other papers have entirely ignored, went into effect yesterday.

At the old coal desk in the Union Pacific office there was a sign to the effect that no more orders would be received, but all requests for coal would be received at 51 West Second South street. Wallace & Wolfenbome are the general agents of the combine.

Now look out for a jump in prices.

Have Probably Withdrawn. It is semi-officially announced that the Rio Grande Western will soon withdraw from the Western traffic association, which appears to be in imminent danger of collapse.

The City and the Rio Grande.

There is prospect of a serious clash between the city and the Rio Grande Western, and it all comes over a little gravel or a member of the city council put it yesterday, over the failure of the Rio Grande Western to comply with the terms of its contract. Some months ago both the Union Pacific and the Rio Grande Western were notified by the council to comply with the terms of their franchise by grading certain streets and planting their roads within a certain time.

After some delay the Union Pacific people went to work and the result is very satisfactory to the city council. "The Western, however," said a councilor yesterday, "has done absolutely nothing, and I understand that certain of its officers have gone still further and absolutely refused to obey the city council."

One of the members of the street committee called upon an official of the Rio Grande several weeks ago and asked why the work requested had not been done. The official of the representative of the city was rigid indeed, and he was wiser to understand that no notice would be taken of the city's demands.

"I am not a member of the city council," he said, "but I am a citizen of the city, and I am sure that I am not the only one who is tired of the action of the city towards it, and that unless the city changes its tactics and treats the road in a more generous manner, the \$250,000 now lying in the bank to build shops here and the shops already here would be removed to Ogden or Wood's Cross—at some point in the city, where this city would gain no advantage."

"Well, what will be the result?" "So far as I am individually concerned, I shall insist that the road be in the city in the franchise. I do not want more than this, but that I will have, or know the reason why."

"But suppose the Western carries out its threat and removes the shops?" "Then it might as well remove its track as well, for not a dollar's worth of freight will be carried by the company as a section hand who is not a traitor to the people who support him."

FOOLISH FOR THE LEACH.

Tomorrow—Fourth day.

Saturday, Aug. 13.—Morris band from Draper and Sandy; also excursion from Provo.

Tuesday 9—Twenty-first ward.

Wednesday—Excursion from points north of Ogden.

Thursday 11—Murray band.

Friday 12—Press club on this city.

John Porte Killed.

Sunday morning THE HERALD announced the killing of an unknown man on the Union Pacific a short distance this side of Ogden. It now transpires that the unfortunate was John Porte, who had been employed by the company as a section hand. It is supposed that Porte was lying or sitting on the track asleep when the engine struck him.

Rights of the Traffic Pools.

CHATTEN, Wyo., Aug. 1.—[Special telegram to THE HERALD.]—A suit to determine the rights of all the traffic pools of the country is being heard in the United States court here before Judge Hiner. It is titled J. W. Ady on the relation of the government as the Texas Missouri Traffic association, and is sent here from the district of Kansas, where Mr. Ady is federal attorney.

The latter says in his brief that the defendant corporation is an organization of fifteen transportation companies, united to arbitrarily maintain rates, to discourage and prevent interference of any sort with the railroad business and to "stifle" competition. His contention for three hours this afternoon was that the association had simply stamped out competition and strangled the rules of supply and demand.

"The fifteen men in this pool," he says, "are bound by no laws except of their own making, and cannot be reached even by the Interstate commission. They have no authority for their exercise of power and have illegally conspired to rule entirely the common carrier business of the west."

Mr. Ady, who is making a powerful and clear argument, will continue in the morning.

The lawyers for the defense are A. L. Williams, N. P. Loomis, Union Pacific; J. P. Vall, Denver & Rio Grande; W. W. Guthrie, Burlington; M. A. Low, Rock Island; George E. Beck, Santa Fe; G. P. Waggoner, Missouri Pacific. These gentlemen will maintain that the corporations have associated themselves together in a measure to reduce expenses, but principally to improve the freight and passenger service in the west. They will make a strong point on the fact that rates have been cut down and that penalties for violations of the agreement have not been enforced for more than a year. Associated with Mr. Ady is S. H. Peters, formerly in Congress for one of the Kansas districts.

A story out here since the suit opened is that the whole case is an enterprise of Mr. Ady's, who is alleged to have an eye on the United States Senate. He is at least making a hard right here.

Railroad Collision.

MILWAUKEE, Aug. 1.—The second section of an excursion train on the Milwaukee & St. Paul railroad, having a party from Chicago, ran into the first section in the Union station Sunday morning. The men in the first section of the second section were injured. One died soon afterwards, and two others may not live.

Wells, Fargo & Co. Gobbie Adams. New York, Aug. 1.—A transfer of express business of some magnitude from one company to another took place today. Up to yesterday the express business on the lines of the St. Louis & San Francisco railroad has been conducted by the Adams Express company. This morning the

HONESTLY, DON'T YOU THINK YOUR HUSBAND

DESERVES a good dinner when he comes home from the day's work, and how can you provide it if you have a range that don't work—won't

bake, won't draw, and if you love your husband to enjoy peace and contentment of soul, as well as of body, you will look carefully to the kind of Range or Cook Stove you buy.

It is almost an axiom that the "road to man's heart is through his stomach," hence it is almost always true that you find a happy home where the creature comforts are provided regularly and without fret and worry.

"Seeing as you do, so many people having many minds, don't you fall to please—have some who complain!" Oh, dear! yes, I said, and it worries me sadly at times. However, we exercise great care in the selection of goods and then try faithfully to present the merits of the goods as they are, without exaggeration, and we strive honestly to satisfy the customer.

In fact, we have often gone to more trouble and cost to please a customer who fancied he had cause for grievance than would be justified by the profit in the transaction. We want to say right here that the "Jewell" Steel Range is one of the several things we sell that has never failed to receive the unqualified approval of the user.

No danger of your dining room being hot and stuffy if you get a "Quick Meal" Gasoline Stove. No danger that your house will be cold and draughty if you get a "Howe Ventilator" or a "Magnee Boston Heater Furnace." You can not afford to slight these things. Examine, investigate, consult us!

E. C. COFFIN HARDWARE COMPANY,

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KNIGHTS OF PYTHIAS.

The Official Route.

The Rio Grande Western, Colorado Midland and "Burlington" roads have been designated as the lines which shall constitute the "Official route" from Utah to Kansas City during the session of the Supreme lodge and biennial convocation of the uniform rank of the Knights of Pythias in August next.

A through train of Pullman sleepers will be run through, will leave Ogden at 6 o'clock p.m., August 23, and will arrive in Kansas City on the afternoon of August 25. Don't miss this opportunity to take a most delightful trip across the "Rockies," over the flowery plains of Colorado, past the grain fields of Nebraska, and down the "Big Muddy" to the "mouth of the Kaw," via the "Scenic Line of the World," the "Pike's Peak Route," and the famous "Burlington Route," as no pains will be spared to make the trip one long to be remembered with pleasure.

For full particulars acquire of any agent of the above named lines.

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THE BON TON BURNED

A First South Street Restaurant Goes Up in Smoke.

The Losers Are More Than Fully Insured—Looks Like the Work of a Firebug.

At 1:15 this morning a fire was discovered in the rear of the Bon Ton restaurant in the Warwick block, immediately adjoining THE HERALD. An alarm was turned in by the storekeepers employed on this paper, and the fire department was quickly on hand.

The blaze originated in the kitchen, near the range, and the odor of the smoke told plainly that some greasy substance was burning. At one time it looked as if the whole block would go, and THE HERALD's brightly lit sign, and a stream from the hydrants and the chemical engine soon brought the fire under control, and the damage was confined to the restaurant and the rear end of the second block store adjoining. The proprietors of the Bon Ton carried \$1,500 in the Michigan Fire insurance company, represented in this city by Harris & Wilson. Their loss will be more than covered by the insurance, Chief Stanton saying last evening that he doubted if the damage would reach \$500. He put both of the proprietors and the cook through a rigid cross-examination, which elicited the fact that the place had been closed at 12:30 when, as the cook said, the last order had been served to "some kids." The chief was not slow in saying that he had his suspicions as to the origin of the blaze, and he will probably communicate these to the insurance company.

Page & Snowdon, the second hand firm, will probably lose \$100, while the owner of the Warwick block, T. W. Jennings, will be able to make good the damage for \$1,000.

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2—The criticism of Joseph F. and John Henry Smith on Mr. Thatcher's address, and Mr. Thatcher's reply thereto.

3—A review of the Ogden Standard's criticism of Mr. Thatcher's address by "Pericles."

4—Recent editorial articles from the SALT LAKE HERALD, bearing on the local situation, entitled "False Lights," "Bits of History," and "Happy Utah."

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