

THE LITTLE SANPETE

This Unfortunate Railway Ceased Operations Yesterday.

MELANCHOLY RECORD OF LIL-LUCK

History of the Road—The New Freight Rates in Force Tomorrow—Railway Information from All Points.

The Sanpete Valley railway went into winter quarters yesterday, and no attempt will be made to operate trains until the snows of winter are melted away and the sun again sheds its effulgent rays with spring time vigor.

The crews went forth that owing to the bad condition of the track the company had concluded to quit operating the road for the present. The engines (or rather the engine) was driven into the shed and the fire put out and the windows of the ticket offices along the line were sealed down, and by the time that the night had closed over the valley there was not a sound to be heard in all the land.

The San Pete Valley is not much of a road, and perhaps "two streaks of rust and a mortgage" would come near describing the thirty miles of narrow-gauge that connected Nephi to Chester with bands of iron.

HISTORY OF THE SANPETE.

But this road is not without a history and represented in its day the energy of broad-minded men and a laudable hope for speculation. It was the brain of John H. Berger in 1882 for the Central Pacific Coal and Coke company, a British corporation, which advanced the money for its construction and which now holds a mortgage of \$250,000 on the property. The road had a hard struggle from the start. It was built with the presumption that a large and valuable coal bed existed at Wales, but after developing the mine it was discovered to be too lowly made to compete with the older and better grades that abound at Castle Gate and Coalville. The large receipts that were expected to accrue from this source never materialized and the road, left on its own resources of the meagre local freight and passenger traffic it could pick up, failed to meet its operating expenses and the company was plucked.

DEERER AND DEERER IN DEBT.

In 1888 Theodore Bruback became interested in the road and is the largest of the local stockholders. He was elected president and general manager of the Sanpete Valley railway company and at once went to Europe to induce English bondholders to make a new loan for the purpose of extending the line down the Sanpete valley and thus increase its earnings. He succeeded in negotiating for the money, and just as he was about to prepare for the extension he was thwarted by advances from the Union Pacific company. Charles Francis Adams, the president, secured an option on the property and the extension scheme fell through. The proposition to

SELL TO THE UNION PACIFIC

met with favor by the English syndicate, as by that arrangement they could get back their money on what had proved a worthless investment. Just at the time the sale was to be consummated Adams retired and Gould's retirement scheme upset the deal and the road went back to the old company.

In the meantime the Rio Grande Western built its San Pete branch and the British, seeing that there was opposition in the field, refused to advance the money. The road struggled along with a heavy burden of indebtedness and its meagre earnings were not sufficient to meet its operating expenses. The road was not placed into the track because an dilapidated that it was unsafe to run trains during the winter season.

To authenticate the report that the road had closed down a Herald reporter waited on Theodore Bruback, who, with his family, is making the Walker his headquarters.

President Bruback acknowledged that the road had closed, but thought that arrangements would be made to open it up in the spring. "It has not been a paying investment since the start," he said, "and has had a hard time to keep it from not being made to pay until it extended down to San Pete valley."

"Will the road be placed in the hands of a receiver?" asked the reporter.

"No legal proceedings have been taken as yet."

"Who are the heaviest local creditors?"

"I am the largest, and if anyone should take the initiative in the matter it should be me."

"What action will be taken?"

"I presume we will close the old mortgages and then reorganize the company and extend the road."

It is understood that the road is delinquent on its taxes for 1890 and has a string of other small claims outstanding, but as to the aggregate Mr. Bruback could not give the exact figures.

Mr. Bruback, who took the management of the road when it was a worthless piece of property, by strenuous manipulation had on two occasions succeeded in lifting it out of the red, and had not circumstances which would have baffled the most sanguine, turned up, he would have made it a paying investment. He could not foresee the retirement of Adams and Gould's snatching his option after money had been paid down, neither could he have anticipated that while the road was tied up by an option the Rio Grande Western would build into the valley.

CHAGRIN IN SANPETE.

The West Side Residents Without Rail Facilities.

A Herald correspondent thus bemoans the closing of the Sanpete railway: This day the above named road closes its long delayed and unsatisfactory programme of delays, extensions, blocks in the way, etc., and the English company has the elephant to feed minus the feed. The west side of the valley will be minus railway facilities, and our postal arrangements much embarrassed. It may be possible your subscribers in Madison, Wales, Fountain Green and Chester may have to look to the mail service from Mt. Pleasant in Moroni via the Rio Grande Western railway. This road now has the undisputed sway in this county, except the now revived talk of the abandonment of the Soldier Summit part of their road, thus compelling them to make their route from Salina to Ogden direct at Ephraim, pass Chester, Moroni, Wales and Fountain Green to Nephi, thence to Ogden.

It is rumored the boys of the Sanpete Valley railway and their many friends in Moroni will celebrate the closing of the railway and their departure to railway pastures new, will hold a high carnival, dance, music, feast and hilarity in the Moroni opera house next Wednesday evening, which witnesses the housing of the engines and the gathered stock, all to be placed under the watch and care of the station agent at Moroni.

The vacillating course pursued for some

years by the English company has produced this disastrous result. The departure of the gentlemanly superintendent, Mr. Kerr, leaves a decided vacuum in "Moral society circles" and it is to be hoped in the warm climate of South America he may remember the warm attachments he has created in Moroni.

Speaking of Moroni, she is putting on some arts of needed improvements in her streets, giving ease and facilities to pedestrians and vehicles.

In my travels through this fifth county I find many evidences of taste and improvement, conspicuous the nice ornamental fence around the Springs City cemetery. It reflects the care the good citizens have for their dead.

LOWER RATES.

The New Schedule Will Especially Benefit Manufacturers and Lumbermen. The commodity rates agreed upon by the recent conference of freight agents and traffic managers in this city will go into effect on Monday. The local rates went into effect on the 3d inst. but commodity tariff sheets involved a great deal of work in their preparation. Merchants and shippers will enjoy the reductions in charges on both east and west merchandise from Monday next.

These concessions are especially favorable to the manufacturers and lumbermen. The stockyards and packing house people have also received marked reductions from former charges. Business men will find that the reductions, while falling far below what they may have asked, will give them a better margin of profits that will go a great way towards easing up any depression that may exist in trade owing to the closing down of a number of the large mines.

Quick Time to Prove. The Rio Grande Western is doing some rattling good running between this city and Provo. No. 1 fairly tears the earth from Lehi to the Garden city. The distance from Salt Lake to Provo is forty-seven miles and the running time sixty-five minutes. Considering that the train has to make a full stop at the Union Pacific crossing six miles this side of Provo and usually checks up at the narrow, the run is very fast. A railroad man who had addressed at American Fork said they had not sooner pulled into the main track before he heard No. 1 whistling for Provo.

THE RAILWAY WORLD.

Items of Interest Concerning Railway Affairs at Home and Abroad.

The business men of New Orleans have a movement on foot which will make that city a formidable rival of New York City as a shipping port. A new line of steamers to Europe has been established, and with these it is claimed New Orleans is in a position to offer cheaper rates between the western states and European ports. Heretofore the exports to Europe from the western states have practically all gone by way of New York. It is now proposed by the business men of New Orleans to change all this and take away the shipping from the eastern metropolis. The first steamer will leave some time during this month and there will be at least one per month. It is expected several of the western railway lines will divert their business in that direction.

A FOUR TRACK TUNNEL ROAD.

About two years ago the New York legislature appointed a commission to examine into the practicability of providing the city of New York with an underground railway system and the commission has just completed its report. It proposes that a road fifteen miles long should be constructed. From the Battery to One Hundred and Sixty-fifth street the road is to be underground, but beyond that it is to come to the surface and be carried across streets either on viaducts or through cuttings. In no case is any street to be crossed at grade. The tunnel through which the trains are to run will be forty-four feet wide and about twelve feet high, with numerous entrances. The plans contemplate a four-track road, two for passengers and two for freight, the train to maintain a uniform speed of thirty miles an hour. Passenger fares are to be fixed at the rate of the highest freight rates will also be prescribed by the state.

AMERICAN COACHES THE BEST.

In a railway accident which occurred recently in England the passengers in the solitary Pullman car were the only passengers unharmed; of those occupying the English style a great number were killed or seriously injured. The American coach costs money but is safe, which can not be said of the fragile English coach.

CUT RATES IN THE EAST.

The railroad lines between Chicago and Louisville and Cincinnati are now indulging in a passenger war in which the bottom has already dropped out. A person can now go from either of the two cities to Chicago for \$1.50 and it is almost as cheap for a person to travel as to stay at home. Rates as far east as Pittsburgh and west to the Missouri river are affected.

AN EXPRESS WAR.

The Burlington road substitutes the Adams express for the American over their line on January 1. The American express does not like being replaced and its territory encroached upon so it will change attitude and become more aggressive, which of course means that express rates in competitive territory will be raised.

DUNCAN GOES TO CALIFORNIA.

R. J. Duncan, formerly superintendent of the Gulf division of the Union Pacific in Denver, has accepted a like position on the Southern Pacific in California.

THE POOL AMENDMENT.

The questions which are being sent out by the interstate commerce commission to prominent railroad men, traffic managers and numerous association officers, asking their statements as to an amendment they think of working through the next Congress looking to the question of pooling and dividing this to be done, provided of course that the commission is informed of all arrangements, is receiving responses that should be acted upon, but a short time elapses before all the western lines would be working the same old pooling arrangement which the law was passed to prevent.

THE NORTH AND SOUTH ROAD.

At the recent conference in Memphis of the Farmers' Alliance people a demand was formulated to be presented to our government demanding that a railroad be built from British America to the Gulf, passing through Nebraska, Kansas, Missouri, Indian Territory and Texas; the road to be chartered by the government, but each state along the proposed line to land assistance in convict labor.

AMERICAN MODELS IN GERMANY.

The two models of our postal cars which were made and sent by the United States to Germany have arrived at Berlin and are placed on exhibition in the postal museum. The postoffice department has received from Berlin a grateful acknowledgment of the courtesies of the United States in the matter.

AN OLD KANSAS CITY LANDMARK.

An old landmark familiar to all of those who struck Kansas City in her earlier days is soon to be torn down, and that is the old two-story frame depot used by the old Kansas Pacific railway, now Union Pacific, the down stairs for passengers and the up



Patrolman Julius Zeidler

Of the Brooklyn, N. Y., Police Force, gladly testifies to the merit of Hood's Sarsaparilla. His wife takes it for dizziness and indigestion and it works charmingly. "The children also take it with great benefit. It is without doubt a most valuable thing for that 'Fired Feeling.' I cheerfully recommend it."

Hood's Sarsaparilla

and Hood's Pills to every one who wishes to have health and comfort. Get HOOD'S.

HOOD'S PILLS cure liver ill, constipation, biliousness, jaundice, and sick headache.

stairs for division offices. Of late years it has been used jointly by the Missouri and Union Pacific for yard and trainmaster offices. The building became so rickety that the Missouri Pacific abandoned it, and now the Union Pacific people are also preparing to demolish and will then tear the building down, that is, the portion which has not already rotted away. In its day it was considered the handsomest depot west of the Mississippi, and during the war the building was used as a headquarters by some of the army men. As soon as the new iron depot was built, some two blocks east, the old building was abandoned for passenger purposes. It is not likely that the Union Pacific will erect a new building at the same place, as the ground is needed badly for additional sidetracks.

Railway Briefs.

The English railroads are to abandon the use of lighting cars by electricity as they find it too expensive.

The land department of the Southern Pacific and Houston, Texas, Central railroad was moved on December 1st, from Houston to San Antonio.

Judge A. B. Patton, president of the Ogden Chamber of Commerce will leave for San Francisco this afternoon to sign the contracts for the removal of the Terrace, Utah and Carlin, Nevada, shops to Ogden on behalf of Ogden city. The Southern Pacific officials have already attached their signatures but there are several minor matters which need personal attention.

A PAVING "EXTRA."

The Colmer-Jennings Company Present a Bill for Paving Utah.

The Colmer-Jennings Paving company has presented a bill to the city for \$3,716.57 for extra work in grading Main and First South streets.

The bill was not itemized and made no mention of the character of the work done for which the payment was demanded, but the claim it was ascertained was put in under the name of a paving contract which allow the contractors 1 cent per yard for each 100 feet the dirt is hauled from the place of excavation beyond a limit of 1500 feet.

The bill is said to be excessive in that less than 2,800 yards were hauled away, each trip being an average of 6,500 feet, making the cost about 40 cents per yard. A number of councilmen stated last night that they would oppose the payment of the bill until an itemized statement showing its absolute correctness had been presented.

The following is an advertisement containing a plain business talk which we think will interest you, upon asking yourself where you can get at prices that you can afford to pay, what you desire to make glad the heart of husband, wife, sister, brother, sweetheart or children upon the coming Christmas. We want you to call at 83 South West Temple street, nearly opposite Grant's livery stable and see the beautiful display of Holiday goods, of every description, for Christmas presents. We cannot describe them—come and see them. The stock is immense; it must be sold, and you can save money by buying early. Every article is different and no other store has such a beautiful assortment at such low prices.

We bought this immense stock at a stated price below the cost at the manufactory, and got a further reduction of the amount we had to pay for the goods. Now you can see that we can undersell anybody in the city. Just a word to the wise! If you buy early you will get the best goods. If you put off buying till the last week before Christmas we shall be too busy to give you the time and attention you deserve, for the reason that we are running at less expense for assistance and light than possible later, we can afford to give you the benefit if you come now.

If you would like to reserve any article you can pay sufficient to secure it and we will store it until you desire to take it. Should any goods remain unsold on the night of December 24 they will be auctioned the next week till they are all sold, we must close them out by January 1, 1893. Come and see the finest display ever in Utah.

THE HIGHEST POINT

of our expectations has been reached, and our sales are now far beyond what we expected for the season.

Consequently we have determined to close out our entire stock of trimmed millinery at prices that will astound everyone.

We have the largest and best assortment of millinery in the west.

1,000 trimmed hats will be sold regardless of cost. Sale commences Monday, Dec. 5. Mine Lamb, 55 Main street.

AUCTION! AUCTION!

On Monday, Dec. 5, at 10:30 a. m., No. 719 South Main street, fine parlor chairs, antique oak bedroom sets, carpets, fine piano lamp, lot of tools, Chambers' worst fine feather bed, base burner stove, cook stove, gasoline stove, lot of canned fruit, china and glassware, silverware, plants, kitchen utensils, etc., etc.

K. A. ANDREWS, Auctioneer.

AUCTION! AUCTION!

The sale of assigned stock of furniture at 131 South Main, will continue for this week and there are over 1,000 lots of fine winter paper selling at 10c per bolt, worth 40c. Don't miss the chance if you want paper, quilts, shades, parlor sets, rockers, bed-room sets, copolans and a thousand other things carried in a furniture store.

GEORGE W. WILSON, Assignee, K. A. ANDREWS, Auctioneer.

Auction sale of the entire stock of fine Japanese goods of Hong Hep & Co. 379 South Main street, commencing Tuesday, Dec. 6, at 2 p. m. Japanese and Chinese curios, costly chinaware. Elegant silk ladies' dressing gowns and gents' smoking jackets. Beautiful silk screens, etc., etc. Sale commencing at 10:30. Hon & Co. are about to remove to Chicago. Goods at private sale all day. E. M. OSBORNE, Auctioneer.

Dr. Griswold Fills Teeth Without Pain. THE Success of the "Hale Method for Painless Filling" is a wonder to his patients as all will testify. No pain. No nervous strain. No injury to the tooth. Used exclusively in Salt Lake by Dr. Hector Griswold, General Agent for Utah; Nevada, Montana, Idaho, Wyoming and California. Dentists can secure exclusive lease by addressing him.

Going Out Business. We have concluded to go out of the Clothing Business. And the entire stock must be closed out by Jan. 1st. Our stock is complete in every department. We have been in business but a short time, and our stock, comprises an unbroken line of Overcoats, Suits, Hats, Underwear, Neckwear, Hosiery, Laundered Shirts, Collars and Cuffs. A superb line of double Texture Mackintoshes. Nearly all of these goods were purchased this season direct from the best manufacturers in the country for cash. Come early while the stock is complete.

Sale Will Commence Monday, Nov. 14. Gray, Ross & Wyatt 15 & 17 W. Second South, Salt Lake City.

Americanized Encyclopaedia Britannica. \$2.50 A MONTH. Do you know what the Americanized Encyclopaedia Britannica is? FIRST—It is a library of the choicest, most useful and most entertaining reading on an almost infinite variety of subjects. It contains the history of every country in the world; the biography of every celebrated individual of ancient or modern times, including all the living statesmen, generals, historians, poets, novelists, inventors, discoverers, scientific men, and thinkers of this nineteenth century. It tells the stories of famous voyages and travels, describes the habits and customs of every people, explains the principles of every scientific invention, discusses the problems of political and social economy—in short, sweeps round the whole circle of human thought and knowledge, and spreads before you the best work of more than 1,000 of the ablest writers of the age.

A CYCLONE HAS STRUCK. The prices on our Ladies' Newmarkets, and for two weeks we shall offer them at half the retail price. Regular Price \$15.00, Sale Price \$7.50. 12.50, 6.25, 9.00, 4.50, 7.50, 3.75, 6.50, 3.25, 5.50, 2.75.

When you examine the quality of these goods you will decide that the cheapest place in TOWN. TEASDEL'S. A large assortment of Misses' Coats and Boys' Suits just received.

W. E. SMEDLEY & CO., Fire Insurance Agency. The Largest and Strongest of all. OFFICE, 140 S. Main St. (With Bank of the Republic.) SALT LAKE CITY, UTAH. Guardian Assurance Co. of London Assets \$23,194,249.00 Commercial Union Assurance Co. of London " 16,324,962.00 Sun Insurance Office of London, " 10,044,712.00 Phoenix Assurance Co. of London, " 8,432,197.00 Lancashire Insurance Co. of England, Capital 15,000,000.00 Manchester Insurance Co. of England, " 7,500,000.00 Caldonian Insurance Co. of Scotland, " 2,250,000.00 Springfield Insurance Co. of Mass. Assets 3,831,989.00 Girard Insurance Co. of Philadelphia, " 1,625,556.00 Agricultural Insurance Co. of Watertown NY. " 2,282,013.00 American Insurance Co. of New York, " 1,685,082.00 Merchants' Insurance Co. of New Jersey, " 1,668,356.00 Providence Washington Ins. Co. of R.I. " 1,432,307.00 Oakland Home Insurance Co. of California, " 550,007.00

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