

GOULD MAKES HIS OWN PLANS

Says "He" Has Not Decided About Narrow Gauge Trip.

MOFFAT'S GREAT TUNNEL

AFTER A PLUNGE IN THE LAKE, GOULD DENIES MORE RUMORS.

THERE will be no new shops. There will be no new depot. There will be no extension from Kansas to Denver, either from Hoxie or Lenora.

The cut-off from Salina to Green River will not be built; that is, not this year nor next year.

George J. Gould is not fathering the Coos bay railroad project.

The party may take the trip over the narrow-gauge and they may not.

The Goulds are not interested in the Moffat enterprise as financiers.

They are not interested in the Clark enterprise in a pecuniary way.

George J. Gould has said so, and that settles it. The denials are the result of the interviews to which he has given recently.

What Mr. Gould says, no one doubts. It is the substance of what he said before he left the city yesterday afternoon.

George J. Gould's trip across country and the flying inspection of his properties from gorgeous Pullman coaches is nearing an end.

His luxuriously furnished train started yesterday on its time-killing trip westward.

Yesterday morning the party went out to Saltair, where Mr. Gould took a dip in the lake.

The plunge was thoroughly enjoyed, and the train will be back to the city shortly after 9 o'clock.

Inspects His Property. During the morning an inspection was made of the shops and the depot property.

Mr. Gould was impressed with the need of better facilities and more shop room, but he said that nothing would be done for the present.

Mr. Gould appreciates the fact that a new depot is needed here, and he is ready to give the money.

He is ready to give the money for a new depot, but he is not ready to give the money for a new depot.

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Organization of Transportation Companies to Be Completed Saturday.

Portland, Ore., Sept. 4.—The annual meeting of the Oregon Railroad & Navigation company, the Portland & Astoria Steamship company and the Spokane Union Depot company, were held in Portland today.

A board of directors was chosen for each corporation and the board of the Spokane Union Depot company met and elected officers.

The boards of the other two companies will not organize until tomorrow.

All the proceedings were perfunctory. Of the 350,000 shares of Oregon Railroad & Navigation stock owned by the United States Railroad company or in its interest, it was all voted today for the re-election of the old board of directors.

This board will meet for organization Saturday. The annual meeting of the Portland & Astoria Steamship company will be made public until its shall appear in connection with the report of the Union Pacific railroad, the parent corporation.

The only change in the directors of the Portland & Astoria Steamship company is that R. B. Miller appears in the place of B. Campbell.

WILL TUNNEL TWO YEARS.

Contracts For Construction of Moffat Road to Be Let Soon.

Work on the Denver, Northwestern & Pacific is to begin in earnest next month. Some preliminary work of the importance has already been done, but the contracts will be let in about three weeks and preparations for the construction work will commence about the first of the month.

The big feature of the work is the tunnel through the main range of the continental divide. This part of the work is to be continued through the winter, and it is expected that the tunnel will be required in driving the tunnel. The length of the road to Salt Lake City is 100 miles.

Poison in the Cut. W. H. Bancroft, vice president and manager of the Oregon Short Line, is still confined to his room as the result of his recent injury, although his friends hope he will be able to leave the house in a short time.

His injury shows the danger of a wound made a slight cut upon the palm of the hand, but it is now covered with a plaster and nothing more was thought of the injury, which was of a trivial character.

The member began to swell and several incisions the length of the hand were made to relieve the pressure. The member is healing nicely now and no further difficulty is anticipated.

Warren, local agent for the Santa Fe, has been ill. It is said that over 50,000 tourists' tickets have been sold to Colorado this summer.

O. K. Lewis of Butte was in the city yesterday and left in the evening for New York.

J. F. Dunn, superintendent of motive power and machinery for the Short Line, has returned from Pocatello.

The report that the Detroit & Toledo Shore Line has been sold to the Grand Trunk railroad is confirmed in a Cleveland, O., dispatch. The Grand Trunk assumes debts amounting to \$1,500,000 owned by the Shore Line.

Actions have been brought by the United States court against the Southern Pacific and the Santa Fe by the interstate commerce commission for non-compliance with the order of the commission in respect to the truck shipments from California.

Harry W. Nason, assistant city ticket and passenger agent for the Oregon Short Line, leaves Saturday on his vacation. He will go to Portland and proceed from there to Seattle, where he will take a boat for San Francisco.

Henry McCormick, John Critchlow and H. E. Dunn will accompany him.

The first break in the strike of the Union Pacific shovemen occurred Sunday morning when twenty-five of the shovemen returned to work in the shops.

It is believed the rest of the striking shovemen will follow next week. The machinists and boiler-makers say this will not affect the strike, which will be continued.

Grand mask ball tonight at Calder's.

It was decided yesterday afternoon that the boys will break camp Saturday morning and change the railroad map of the entire intermountain country. He has brushed away some mysteries and deepened others. Now, more than ever, there is a question regarding the power behind the throne in the matter of the Coos bay enterprise.

He also reiterated his denial regarding the Salina cut-off, but admitted the extension may be undertaken when conditions warrant. If a road from the coast penetrates the country he may make the extension and meet it. He said there is no reason for building an extension to the coast, but it may go some other way. It is time enough when the emergency arises.

GREAT MERGER PROMISED. Scheme to Get All Western Systems Under One Management.

Rumors to the effect that E. H. Harriman is manipulating a combination which will place all the important transcontinental roads under one master hand, continue to be circulated.

In this deal the Southern Pacific is to be absorbed in the Union Pacific, which acquired \$75,000,000 of the capital stock in February, 1901.

Mr. Gould's entry into the directorate of the Southern Pacific is regarded as one of the indications that the scheme may go through.

With other alliances that Mr. Harriman hopes to form, it is expected that the west will be covered by a network of tracks extending from Kansas City to the coast, and from Portland, Ore., to New Orleans. It is said that progress is being made in the enterprise and that the completion of Mr. Harriman's plans may be announced any day.

Shops Nearing Completion. Work on the machine shops at Pocatello is progressing and the completion of the work is now a matter of days.

The work of fitting in the yard to the normal grade has been started, and the masons are rushing work on the cement foundations. The depth of these foundations vary with the grade, the

SUMMARY COURT ENCAMPMENT

Private Smith Fined \$12 For Absence From Drill.

GOVERNOR'S VISIT TODAY

Result of Threshing Shows Crops to Be Above the Average.

THE summary court sat yesterday afternoon at Camp Funston, in compliance with orders issued by Colonel Samuel Park, and tried Private A. W. Smith, company H, charged with being absent from drill without leave.

There were twelve counts against him. He was found guilty and fined \$1 on each charge. Major Heywood, the summary court officer, who swore out the warrants for Private Smith's arrest, presided.

After the court, and the papers in the case had been signed, the prisoner was released, and returned to the city. He has fifteen days in which to pay his fine. Smith explained that he had resigned from the guard and thought the military court had been accepted.

Everything is in readiness at the camp for the official visit this afternoon of Governor Wells, the members of his staff, and his party of friends. They will go out on a motor train leaving the depot at 4:30 o'clock. They will return at 10:30 in the evening.

In true army style the guard will be in line to receive the commander-in-chief upon the arrival of his train. At 6 o'clock there will be parade, followed by retreat review. After dinner the regimental band will give a concert in the pavilion, which will be followed by ball prior to the arrival of the governor the men will have a skirmish drill, lasting from 2:15 to 4:15 o'clock. They will use blank cartridges.

The signal corps also went on practice during the morning, and acquitted itself with credit, much to the delight of Captain Greenwald, their commanding officer.

Company Q held a secret session about midnight last night and initiated Captain Wolf of the colonel's staff. When he retired he found a harmless live snake keeping his bed warm for him. He was given a "touch of high life" by his inability to do as commanded.

The session was held in the tent of Captain Greenwald. Those present besides the company officers, answered roll call were Captain Grov of the battery, Lieutenant Greenwood of H company, Lieutenant Smith of the signal corps, Captain Summers of the cavalry and Major Benedict of the hospital corps. After midnight every officer in the camp, excepting Colonel Park, was routed out of bed and brought to camp.

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REPUBLICAN PRIMARIES

Provo Republicans Choose Delegates to the County Convention at Spanish Fork.

PROVO REPUBLICANS CHOOSE DELEGATES TO COUNTY CONVENTION AT SPANISH FORK.

Provo, Sept. 4.—Primaries were held in the evening last night for the election of delegates to the county convention to be held at Spanish Fork Sept. 10. The delegates were elected as follows: T. Davis, secretary; Martin H. Graham, Charles De Moley, R. C. Walker, J. H. Holbrook, J. J. Davis, W. K. Spafford, Mrs. C. E. Looze, alternates, Mrs. E. J. Johnson, Mrs. Sarah B. Breton, A. C. Sorenson, Walter Startup, B. H. Bower, alternates, W. H. P. Haxman, K. S. Knudsen, A. Ahlander, Mrs. J. C. Graham, John C. Graham was elected a member of the county committee.

The ward-ward chairman, T. Davis, secretary; Martin H. Graham, Charles De Moley, R. C. Walker, J. H. Holbrook, J. J. Davis, W. K. Spafford, Mrs. C. E. Looze, alternates, Mrs. E. J. Johnson, Mrs. Sarah B. Breton, A. C. Sorenson, Walter Startup, B. H. Bower, alternates, W. H. P. Haxman, K. S. Knudsen, A. Ahlander, Mrs. J. C. Graham, John C. Graham was elected a member of the county committee.

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