

H. M. MCCARTNEY IS BACK IN HARNESS.

Well Known Salt Lake Engineer
Gets a Good Appointment on
Western Pacific.

ASSISTANT TO VIRGIL BOQUE.

Will Have Supervision of the Six
Division Engineers who Will
Oversee the Work.

H. M. McCartney, who resigned as assistant chief engineer of the Salt Lake Route here and went to San Francisco as sales agent on the Pacific coast for the Utah Fuel company, has been named by Vice President and Chief Engineer Virgil C. Boque of the Western Pacific as his chief assistant.

Mr. McCartney will continue to make San Francisco his headquarters. To outline what Mr. McCartney has accomplished in engineering feats in the west and South America would be recounting history known to every Salt Lake who is conversant with railroad construction affairs. Mr. McCartney was one of the corps of engineers on the Union Pacific when it built west to meet the Central Pacific at Promontory Point. Since that time he has been identified with a number of construction propositions and it was under his direction that the old Utah & Pacific and later the Salt Lake Route were built from Milford to Las Vegas. He was also one of the corps of surveyors that mapped out the route which has now practically been adopted by the Western Pacific.

There is probably no survey that has been made during the past 20 years in any state west of Colorado with which Mr. McCartney is not thoroughly familiar.

In addition to the appointment of Mr. McCartney the Western Pacific has been divided into six construction divisions with an engineer in charge of each who will report to Mr. McCartney and Chief Engineer Boque. They are: San Francisco division, San Francisco to Stockton, John T. Williams, headquarters, Oakland; Sacramento division, Stockton to Oroville, John T. Williams, in temporary charge as far as the Yuba river; North Fork division, Oroville to Spanish Creek, Emory Olin, headquarters Oroville and also in temporary charge from the Yuba river to Oroville; Sierra division, Spanish Creek to Deep Hole, Nev., James Q. Jamieson, Humboldt division, Deep Hole to Elko, Nev., Charles Harlowe, headquarters Winnemucca, Nev.; Salt Lake division, Elko to Salt Lake, T. J. Wyche, headquarters Salt Lake.

HILL DENIES IT.
Is Sarcastic Regarding Harriman Interview and Salt Lake Extension.

New York, Oct. 25.—Commenting further upon a published interview with E. H. Harriman, President James J. Hill of the Great Northern railway said yesterday there was no struggle on

A MINER RESCUED

FROM THE TERRIBLE AGONIES
OF RHEUMATISM.

Almost Hopeless Until He Used Dr. Williams' Pink Pills and Found a Permanent Cure.

"In the lead mines I was at work on my knees with my elbows pressed against rock walls, in dampness and extremes of cold," said Mr. J. G. Meukel, of 2975 Jackson avenue, Dubuque, Iowa, in describing his experience to a reporter, "and it is not surprising that I contracted rheumatism. For three years I had attacks affecting the joints of my ankles, knees and elbows. My ankles and knees became so swollen I could scarcely walk on uneven ground and a little pressure from a stone under my feet would cause me so much pain that I would nearly sink down. I was often obliged to lie in bed for several days at a time. My friends who were similarly troubled were getting no relief from doctors and I did not feel encouraged to throw money away for nothing. By chance I read the story of Robert Yates, of the Klauer Manufacturing Co., of Dubuque, who had a very bad case of rheumatism. I decided to try Dr. Williams' Pink Pills for Pale People, the remedy he had for his trouble. I was much better and in three months I was well. The swelling of the joints and the tenderness disappeared. I could work steadily and for eight years I have had no return of the trouble. My whole family believe in Dr. Williams' Pink Pills. Both my sons use them. We consider them a household remedy that we are sure about."

What Dr. Williams' Pink Pills did for Mr. Meukel they are doing for hundreds of others. Every dose sends galloping through the veins, pure, strong, rich, red blood that strikes straight at the cause of all ill health. The new blood restores regularity, and braces all the organs for their special tasks. Dr. Williams' Pink Pills actually make new blood. They don't act on the bowels or bother with mere symptoms of disease. They root out the cause of disease from the blood itself. It is through the blood that Dr. Williams' Pink Pills cure psoriasis, anemia, indigestion, headaches, neuralgia, rheumatism, lumbago, sciatica, partial paralysis, locomotor ataxia, falling powers and the irregularities in the health of growing girls and women. Get the genuine Dr. Williams' Pink Pills for Pale People at your druggists or direct from the Dr. Williams Medicine Co., Schenectady, N. Y.

between the Hill and Harriman roads. He had no knowledge of the details of the dispute between the Burlington and the Union Pacific and thought it a small matter, anyway. The lines which the Burlington desired to build would extend from Northport to Dickens, Neb., as he pointed out on a map of the system, and would connect two existing lines of the system.

"Is the Burlington going to build into Salt Lake City?" was asked. "That is one of the fables from the West," he responded. "Such a project would have to come before the Burlington's board, and as far as I know, it has not."

"It has been said," the suggestion was made, "that the Burlington extension would be competitive with the Union Pacific, whether it paralleled the latter at a distance of 10 miles or 100 miles, because it would be built to compete for the through business."

"That would be too bad, wouldn't it," remarked Mr. Hill.

Mr. Harriman's remark about the Union Pacific being in the best posi-

tion of any of the roads in its territory for going through a period of competitive railroad building was repeated to Mr. Hill and he said:

"I'm glad to hear that Mr. Harriman is feeling so good."

"Do you consider Mr. Harriman's remark as a reflection on the Hill roads?"

"Yes," was Mr. Hill's sarcastic response. "The Hill roads are all crippled and done for."

"Is the Great Northern going to build to Winnipeg and to Hudson Bay as recent dispatches have reported?"

"We are going to wait for Peary to discover the pole and then we will build by way of Baffins Bay on pontoons. The climate is fine up there, ten months of winter and two months of fall. The ties embedded in ice will last for a hundred years."

Mr. Hill would not discuss the purpose of the recent increase of \$25,000,000 in the Great Northern's capital stock, saying:

"That is a question, for stockholders. The general public which is reached through the newspapers is not sufficiently interested."

The Harriman interview referred to was given out in New York yesterday and in part is as follows:

"I think that we are running into an era of competition in railroad building, just as we have had an era of competitive buying. The Union Pacific is ready. It is in the best position of any of them, and the Union Pacific does not fear nor does it care."

He added that the reported suits between the Union Pacific and the Chicago, Burlington & Quincy Railroad company over a right-of-way in the North Platte country were not an indication of an outbreak of hostilities between the Harriman and the Hill interests.

"We are building a line in the North Platte country," said he. "That is, we have started to build an old line projected some time ago. They tried to stop us and we enjoined them. It is a small affair."

On top of all these assertions and denials regarding the building of the Burlington to Salt Lake the following special dispatch to the Herald this morning under a Chicago date line still further complicates the situation:

"Second Vice President Daniel Willard of the Burlington confirms the statement that the road will build to Salt Lake, but says the announcement was premature."

CAR SHORTAGE.

E. V. Smith Tells of Conditions Existing in the Northwest.

LT. COL. E. V. Smith has returned from an extended trip through the northwest in the interest of the local lumber business. He says the trade is about paralyzed through the shortage of cars. At Seattle the shortage amounts to 10,000, and all the railroads can do is to promise 500. At Portland the shortage is 3,000, and Col. Smith does not believe that any lasting relief will come before January. The trouble mainly is the effort on the part of the roads to move the enormous wheat crops, and an illustration of the extent to which the cars are used in wheat service is instanced in the fact that on the Astoria railroad where usually 40 cars of lumber are run over the road in one day, there was not one in 10 days, while Col. Smith was there. Northwestern lumber yards are therefore stacked until there is no more room, and mills are being obliged to shut down until the congestion can be relieved.

In Idaho, the scarcity of cars is so great that Rexburg citizens told Col. Smith the people of his part of the state are actually suffering for lack of coal. Col. Smith believes that the country has grown faster than the capacity of the railroads, and that these seasons of

SORES-ULCERS THE BLOOD DISEASED -SYSTEM DISORDERED

When a Sore or Ulcer is slow in healing it is the best evidence of a diseased condition of the blood and a disordered system. They show that the bodily impurities, which should pass off through the natural channels of nature, are being retained in the system from some cause. The blood absorbing the waste matters becomes steeped in poison which finds an outlet through the Sore or Ulcer, keeping it inflamed, painful and festering. As the blood constantly discharges its poison into these places, they eat deeper into the surrounding flesh and tissues, growing larger and more offensive in spite of all the sufferer can do, until the entire health is affected. Washes, salves, powders and such treatment are desirable for the reason that they are cleansing and also help to relieve the pain, but they are in no way curative. The blood is filled with poison, and until it is removed the sore cannot heal. S. S. S. is the only cure for these evidences of impure blood. It goes down to the root of the trouble and cleanses the circulation of all poisons and impurities. S. S. S. enriches the blood and reinvigorates the different members of the body so that the impurities and waste matters can pass off as nature intended. Then the discharge ceases, the sore scabs over, new flesh is formed, and the place heals permanently. Book on Sores and Ulcers and any medical advice you need without charge.

S.S.S.
PURELY VEGETABLE.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

TWENTY YEARS AGO TODAY.

(DO YOU REMEMBER?)

The steamship "Great Eastern," the largest steamer in the world, was sold at public auction in London for £26,200.

At Chicago, a man named Burns shot down two sisters, Mrs. Ray Good and Lillian Walter, as they emerged from the office of R. G. Dun & Co. He had insulted the ladies and they caused his dismissal. A crowd of 2,000 persons tried to lynch the murderer.

TEN YEARS AGO TODAY.
The attorneys of H. H. Holmes, the noted wife murderer, retired from his case. The prisoner determined to conduct his own defense.

Many Armenians were massacred by Turks in the Balbut district. Gov. Clarke of Arkansas absolutely refused to permit Corbett and Fitzsimmons to fight in that state.

Mrs. Leonard Bell, aged 19 years, was assaulted and afterwards murdered by several men working at a gin mill, at Tyler, Texas.

FIVE YEARS AGO TODAY.
City Marshal Wake, of Rulo, Neb., was shot and killed by Bill Hunt, who was disturbing a political meeting.

Four children of William Stark, ranging in age from three to thirteen years, were drowned on Sandusky Bay, Ohio.

scarcity of rolling stock must continue until the carrying capacity of the roads is greatly increased over their present status. Every old engine that has been consigned to the scrap heap is reported resurrected, and put in order for re-commission, and there is such a demand for crews in the passenger service that freight crews have to be pressed into passenger service.

WESTERN PACIFIC.

Geo. J. Gould Writes to Governor John Sparks on Subject.

The following letter was received by the governor of Nevada from Geo. J. Gould on Tuesday:

To his excellency, John Sparks, governor of Nevada, Carson City, Dear Governor Sparks: Your very kind letter of October 4, has been received and I wish to thank you for the expressions contained therein. We are building a railroad through Nevada and hope to have branch lines extended therefrom to the principal points in the state. I

stated that Mr. Shelby had temporarily lost his reason, all of which was subsequently denied.

Mr. Shelby until some 18 months ago was president and general manager of the "Pin" road in Idaho. He was formerly vice president and general traffic manager of the Great Northern, and afterwards in personal charge of Hill's railroad affairs in Seattle. He is well known here.

FUNERAL OF ROBT. CRAIG.

Friends of the late Robert Craig, traveling freight agent of the Oregon Short Line, will assemble at the late residence, 1024 First street, this afternoon at 2 o'clock to pay their last respects to the departed railroad man. It is the wish of the relatives of the deceased that all who feel a desire to attend the funeral services assemble as indicated.

SPIKE AND RAIL.

The goldseekers' rush to Caliente and vicinity continues to furnish good business for the Salt Lake Route.

A. H. Stephens, superintendent of the railroad mail service, with headquarters in San Francisco, is in the city today.

K. O. Keyes and W. W. Dickinson leave for St. Louis tomorrow to attend the annual meeting of New York Central agents.

In the Utah Construction company's contract are three tunnels, each a mile long, on the Western Pacific up from Ordville to Beckwith Pass.

President Simon Hamberger of the Salt Lake & Ogden is in Ogden today letting the contractors for the construction of his road to the mouth of Ogden canyon.

Each of the new assistant general freight agents of the Oregon Short Line have been provided with private offices at headquarters on the fourth floor of the Deseret News building.

Emma Barnes has written to Assistant General Passenger Agent T. C. Peck of the Salt Lake Route a letter wherein she throws all kinds of bouquets at the management of the new road and the scenery en route to Los Angeles.

Dying of Famine

is, in its torments, like dying of consumption. The progress of consumption, from the beginning to the very end, is a long torture, both to victim and friends. "When I had consumption in its first stage," writes Wm. Myers, of Cearfoss, Md., "after trying different medicines and a good doctor in vain, I at last took Dr. King's New Discovery, which quickly and perfectly cured me." Prompt relief and sure cure for coughs, colds, sore throat, bronchitis, etc. Positively prevents pneumonia. Guaranteed at Z. C. M. I. Drug Dept., price 50c and \$1.00 a bottle. Trial bottle free.

MINERS EXCURSION RATES.

Hot For the Mining Center of the West via "The Salt Lake Route." Commencing October 1st, daily excursions will be run from Salt Lake to Nevada's great mineral belt at following rates:

Caliente and return \$15.00
Moapa and return 24.80
Las Vegas and return 25.80
Good Springs and return 31.35
Nippens and return 31.35
Final Limit 30 days from date of sale.
City Ticket Office, 17 W. 2nd South.
J. L. MOORE,
Dist. Pass. Agt.

TEA

Schilling's Best: good tea and good dealing: money-back tea.

Your grocer returns your money if you don't like it.

R. G. DUN & CO.,

133 Offices.

The Mercantile Agency.

George Rust, General Manager, Idaho, Nevada, Utah and Wyoming.

Offices in Progress Building, Salt Lake City, Utah.

Established 1889.

Utah Commercial & Savings Bank.

Capital \$300,000

WM. F. ARMSTRONG, President

BYRON GROSS, Cashier

Commercial Banking in all its Branches.

Your per cent interest paid on savings deposits.

ACCOUNTS SOLICITED.

National Bank of The Republic.

U. S. DEPOSITORY.

FRANK KNON, President

JAMES A. MURRAY, Vice President

W. F. ADAMS, Cashier

CAPITAL AND SURPLUS \$250,000

A thoroughly modern savings department conducted in connection with this bank.

Savings deposit boxes for rent.

U. S. DEPOSITORY.

DESERET NATIONAL BANK,

Salt Lake City, Utah.

Capital \$500,000.00

Surplus \$250,000.00

Safety Deposit Boxes for Rent.

L. S. HILL, President

Moses Thatcher, Vice President

H. S. Young, Cashier

Edgar S. Hill, Asst. Cashier

McCORMICK & CO.,

BANKERS.

SALT LAKE CITY, - - - - - UTAH.

Established 1873.

The DESERET SAVINGS BANK

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W. W. Ritter, President; Moses Thatcher, Vice President; Elias A. Smith, Cashier;

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ELIAS MORRIS & SONS CO.

Nothing Like a Beautiful Mantel and
a Cheerful Fire in the Grate to Make
Home Attractive and Comfortable.

WE NEVER HAD BETTER DESIGNS
TO SHOW AT SUCH LOW PRICES.

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