

STILL AT WORK ON LUCIN CUT-OFF

Dirt Track Continues to Settle
And Gangs Are Strengthen-
ing the Grade.

PERMANENT TRESTLE IS O. K.

Said to be the Finest Piece of Work in
Existence—Pile Drivers Yet
In Operation.

Owing to the settling of the track the opening of the Lucin cut-off has been postponed. While there is no better permanent trestle anywhere the filled track is settling in spots, taking the piles with it. This feature is most pronounced between camps 28 and 30 and a force of men and two pile drivers are at work strengthening up the weak spots. It is the intention of the Southern Pacific to find a good solid foundation before any chances are taken. That the track is settling creates no surprise. Such conditions prevail on all new track on dry land, to say nothing of grades built in several feet of water.

From a gentleman just returned from the work it is learned that everything is progressing on the cut-off with the result that the Promontory, the "flagship" of the S. P. fleet, will be taken from the lake this week. A peculiar condition prevails on the lake at the present time, he says, owing to the collecting of salt on the shores and the bows and bottoms of the gasoline launches. Owing to the cold weather there are layers of salt on the sides of some boats to the thickness of 10 inches, while the salt water has become so dense that the launches can scarcely make a mile an hour.

Walter Hampton of Bountiful, who has been working on the cut-off for the past six months expresses an opinion that gangs will be working on the cut-off for a year or more yet, although regular trains may be running at an early date.

MOFFAT DENIES.

Says That He Knows Nothing of the
Utah Eastern Move.

The story which was printed in the "News" on Thursday night about David H. Moffat and the Utah Eastern was wired to Denver and had the effect of bringing forth a strong denial from the gentleman named. "I am paying no attention to what the telegram sets forth. It is the first I have heard of it, but it will not affect me in any way. I have made my surveys to Salt Lake, and I will build my road there in spite of all opposition. The Goulds already have a road from Denver to Salt Lake City, so what would they want with another? I would only be business away from their present line. They could not abandon the Rio Grande for a new route unless they defaulted, because people are holding mortgage bonds on the present route."

As the "News" said nothing about abandoning the Rio Grande the denial is not to the point. The fact remains the same that Mr. Moffat is reported to have made arrangements for the use of the tracks of the Denver & Rio Grande. It is believed at this time that the conditions will prevail and that the Denver, Northwestern & Pacific will use the Rio Grande tracks into Salt Lake to the Gould union depot, which is projected for Third Street.

LOST ON MAIN STREET.

A. H. Moffat of the Rock Island Meets
Old-Time Acquaintances in Salt Lake.

A. H. Moffat, formerly general eastern passenger agent for the Rock Island of New York, who a few days ago succeeded H. S. Ray in Denver is visiting Salt Lake today and meeting with Denver business Agent Drake in order to become acquainted with his new territory. Mr. Moffat is not a stranger to this territory, however, as he covered this state during his first tour of duty for the Rock Island in the early '80s. He expressed himself this morning as being surprised at the changes that had taken place during his absence. He has been in vain for the Walker house and the Continental hotel and actually got lost on East Temple street during the process and that after Broadway, too. He states that the Rock Island will have its line into Kansas City early in the spring and with a terminus in Forest Park, St. Louis, he expresses the sentiment that the big road will give opportunity for a run for their money on the Fair business. Mr. Moffat said other things.

PILES

Cured Quickly and Without Pain.
There are pile remedies without number, but there is only one cure, and that is the Pyramid Pile Cure, which is in the form of a suppository, and is applied directly to the seat of the trouble.

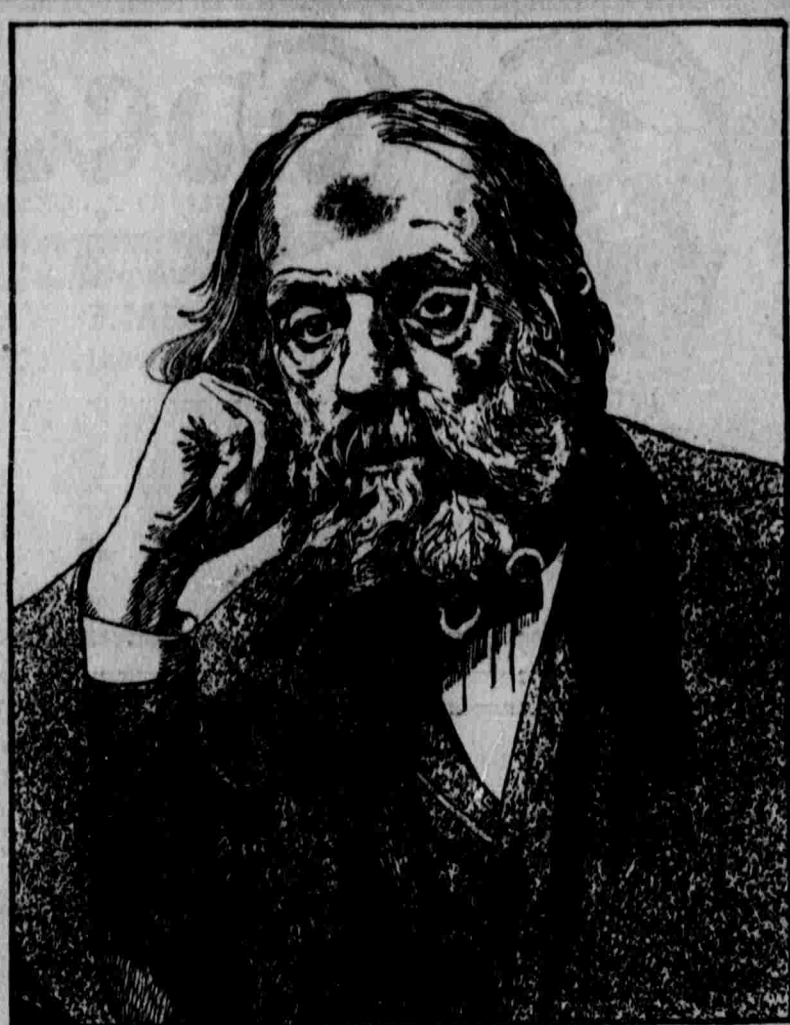
Any physician will tell you that for the proper treatment of Piles nothing can compare with a suppository, whereas the greater number of preparations that are offered to you for the treatment of this disease, are lotions, salves and ointments. Why? Because they are not so expensive as a suppository, which is bound to contain more costly ingredients, and which requires special machinery to make it; moreover, a suppository inserted up the rectum, come in direct contact with the cause of the complaint, and no other form of treatment does so.

Wallace Cookman, Hallerton, P. Q. Canada, writes: "I have had the surgical operations for piles and they were not a success; after using three boxes of Pyramid Pile Cure I feel as though I never had piles, and they have afflicted me for twenty-five years."

H. E. Palmer, Windsor, Calif., "After suffering from piles for fifteen years and trying different salves and ointments in vain, I was cured by the use of two fifty-cent packages of Pyramid Pile Cure."

These and thousands of similar letters go to show that piles can be cured, are cured. Cured to stay cured. Cured so they won't come back. Cured without cutting. Cured without danger. Cured without pain. Cured without detention from work. Cured without indecent examinations. Cured in privacy of home. Cured by a self-applied treatment. Cured with very little expense. Cured without the dread of publicity of waiting your turn at the surgeon's office. Cured without a dangerous surgical operation, its period of enforced invalidism, tedious convalescence and heavy expense. You simply buy and apply a cheap and convenient remedy. It does the rest.

All druggists sell Pyramid Pile Cure at fifty cents a package, and we urge all sufferers to write to the Pyramid Drug Co., Marshall, Mich., for their little book on "The Causes and Cure of Piles," which is sent free for the asking.



EDWARD EVERETT HALE, NEW CHAPLAIN OF THE UNITED STATES SENATE.

Edward Everett Hale, who will shortly assume his duties as chaplain of the senate of the United States, is one of the most venerable figures in the world of American letters. For nearly half a century Mr. Hale has been the minister of the South Congregational (Unitarian) church of Boston, being now its pastor emeritus. He is eighty-one years of age. His father, Nathan Hale, was a nephew of the patriot who was hanged at a tree in New York by the British during the Revolutionary war. Mr. Hale, besides writing books and stories, has for many years been a contributor to various periodicals and has dealt with subjects covering a wide range.

about the Rock Island and its big business and incidentally handed out a good story or two during the process. The general verdict on Railroad Row is to the effect that he is a decided acquisition to local transportation circles.

NEW RATES FOR IDAHO.

Reduction in Tariff on Mining Machinery, Structural Iron, etc.

The Oregon Short Line has established a rate via Union Pacific, Oregon Short Line and connections to become effective Jan. 2, 1904, of \$1.45 per 100 pounds from Chicago; \$1.37½ from St. Louis, and \$1.25 from Missouri river to Idaho points on mining machinery, carloads, to include engines, hoists, boilers, and many other articles. The old rate for the above from Chicago was \$1.77; St. Louis, \$1.69½, and Missouri river, \$1.46. The company is also reducing its rate on mining rails to \$1.25 per 100 pounds from Chicago and on structural iron for buildings, beams, girders, etc., carloads to \$1.45. The old rate on structural iron, etc., was \$1.77. These rates, however, have no effect on the existing rates on the same classification in Utah.

ADVANCE IN RATES.

Southern Pacific and Santa Fe Put Up
The Schedule.

San Francisco, Dec. 29.—The Southern Pacific and its connections, also the Santa Fe, are to advance existing freight rates on Jan. 15 next. The rate on green apples of \$1 per 100 pounds is to be advanced. The \$1.25 rate to Chicago and \$1.50 to New York on other kinds of deciduous fruits are not to be disturbed. The hay rate of 75 cents per 100 pounds to Chicago and \$1 to New York are to be increased, also the machinery rate of \$1.25, the \$1 rate on freight rates on Jan. 15 next. The rate on green apples of \$1 per 100 pounds is to be advanced. The \$1.25 rate to Chicago and \$1.50 to New York on other kinds of deciduous fruits are not to be disturbed. The hay rate of 75 cents per 100 pounds to Chicago and \$1 to New York are to be increased, also the machinery rate of \$1.25, the \$1 rate on freight rates on Jan. 15 next. The rate on green apples of \$1 per 100 pounds is to be advanced. 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