

THE CERRO DE PASCO RAILROAD IS OPENED.

Ceremonies Attending the Entry of Trains into the City On Peru's Independence Day—Railway Just Completed was Built by Hon. A. W. McCune of Salt Lake and His Associates—Quite a Number of Utah Boys Are Now Employed On the Line.

FROM advices received from Peru there were great festivities accompanying the recent opening of the Cerro de Pasco road...

The enterprise represents the investment of many millions of dollars of American capital. Work at the smelting plant is progressing rapidly.

The railway just completed is 83 miles long, starting at the terminus of the famous Oroya railway...

The El Minerio Illustrated, published at Cerro de Pasco contains a full account of the ceremonies attending the opening of the road.

Today at 3 p. m. there took place in the department a ceremony of the railway company...

To place it in the hands of the superintendent there was constituted a committee composed of the syndics, Enrique Trujillo, the councilors...

"We have accepted this very agreeable charge with real pleasure, because this precious gift has for us, and will have also for the company, the most happy significance."

"A flag of our country, joined with that of yours, brodered by the hands of our noble matrons, and which, interlaced on the powerful engine which with incessant motion is going to develop upon a grand scale our commerce and our industries...

"The ladies of Cerro de Pasco could not have found a more happy idea, for you well know that nothing is more magnificent than a flag. It represents the thing most sacred which exists on the earth for nations and for individuals."

"The vicar, Dr. Fernandez, in fulfilling his sacred ministry, pronounced an adequate address and of a noble, elevated and patriotic sentiment."

"With the termination of this moving ceremonial, which was witnessed by all the concourse, the bands executed the Peruvian and United States hymns, renewed applause and vivas being heard for both countries."

"Then the godparents passed to place the last spikes of the line, which had been ordered made of silver, the first bottle of champagne being broken thereafter upon the locomotive by Miss Wilson."

"The sub-prefect concluded his address as follows: 'Such a work, transcendental and civilizing, is justly, gentlemen, to be declared by us due to the genius and to the funds of North America. An indelible commitment to the acquisition of great mines, in a series of great works, the construction of the railway, has been brought to completion by those men of the north who have for motto 'Go Ahead!' whose example we should imitate."

"After a short interval, in which the members of the commission were recalled, the function, as agreeable as significant, which marks an epoch in the annals of our independent life, terminated amidst the applause of all present."

El Minerio Ilustrado of Aug. 3 says: "No town of the republic will have celebrated better the anniversary of our political emancipation than Cerro de Pasco, whose citizens have been witnesses of the realization of one of their greatest desires, which for 46 years has continued through all classes of vicissitudes inherent to this kind of labor."

"The inauguration of the railway, which took place on Thursday, the 28th of July just past, the eighty-third anniversary of our independence, signifies a great step in regard to the progress and solidity of the center of the republic and the beginning of the development and exploitation of its fabulous riches, which lie buried in the privileged soil, the seat today of a powerful and active North American

A WOMAN'S GRATITUDE. A Mountain Woman Writes in Praise of Newbro's Herpicide.

"For several years I have been troubled with dandruff, causing me much annoyance, and my hair became very thin. I have used Newbro's Herpicide for a month and the dandruff has entirely disappeared and my hair is becoming much heavier than formerly. None, and I am very thankful to you for the benefit. Very truly yours, MRS. C. B. PORTER, No. 555 Utah Ave., Butte, Mont. Sold by leading druggists. Send the stamps for sample to The Herpicide Co., Detroit, Mich. Z. C. M. I. Drug Co., Special Agents. 15

of the work which is inaugurated in front of the capitol of the department of Junin. Long live Peru! Upon finishing, he delivered over to Mr. Blackford an artistic and beautiful card of gold, in the name of the city, which contained this inscription: 'The City of Cerro de Pasco to the engineer, F. W. Blackford, superintendent of the Cerro de Pasco Railway company, in homage of recognition of his directive work in the construction of the railway from Oroya to this capital—July 28, 1904.'

"After the driving of the silver spike Mr. Blackford, from the pilot of the engine, spoke as follows: 'His excellency, the president of the republic of Peru, has signed the decree which opens this railway to public traffic. The silver spike which concludes the work of construction, has been driven. The railway is therefore now a servant of the public, and we hope it will be a good and faithful servant for many years to come.'

"Mr. Deneuri, chief of the commission of engineers of the state, in the name of the youth of Cerro de Pasco, made delivery of a gold medal to the constructing engineer, W. H. Harrison, with this inscription: 'The city of Cerro de Pasco, in homage of its industry and capacity, for without their brains and muscle, nothing of this kind can be accomplished.'

"Mr. Harrison acknowledged such an honorable distinction in well-conceived terms. 'In the name of the commission of engineers, Mr. Velarde read this discourse: 'Ladies and Gentlemen: The engineer whom the municipality has been pleased to designate to speak in this sympathetic ceremony cannot do less than return thanks for such honorable distinction, as well as for the opportunity which he has been given to recall to you a name which figures on the first line in scientific and industrial history of the past century. Ricardo Trevithick was this illustrious English engineer in 1801, launched the first locomotive, which perfected later by Stevenson, left England and the entire world, astonished by its frightful power. No one up till then had imagined that one could journey as comfortably and with such swiftness from one point to another.'

"The staff of American and Peruvian engineers which, with perseverance and activity, has carried through the construction of this railway is the following: Chief engineer, F. W. Blackford; division engineers, W. H. Harrison, A. Bentzon and A. Schneider; assistant engineers, Royal P. Turney (dead), J. A. Ritchie, Dave Lowensohn and Carlos Weber; transmitters, Jose R. Chamberlin and Jose W. Fleming; levelmen, Pete Green and Fritz Schumacher (dead); draughtsmen, R. Chocano, J. Hohagen, A. J. Malpartida, Pedro Lagraver, Carlos Mognaschi and many others."

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Always at the foot of the class. Don't blame the boy for being dull and stupid. You are the stupid one! Stupid because you never thought about his liver. There is where all his trouble lies. A sluggish liver makes a sluggish mind. A boy cannot study when his blood is full of bile! Ayer's Pills act directly on the liver. They are all vegetable, sugar-coated. Dose, just one pill at bedtime. Sold for 60 years. Always keep a box of these pills in the house.

Made by the J. C. Ayer Co., Lowell, Mass. Also manufacturers of AYER'S HAIR VIGOR—For the hair. AYER'S SASSAPARILLA—For the blood. AYER'S CHERRY PECTORAL—For coughs. AYER'S AGUE CURE—For malaria and ague.

BURNING \$35,000 WORTH OF OIL JUST TO DESTROY IT.

FROM Los Banos northeast to Salt Slough and the marshes bordering the San Joaquin, on the Merced wagon road, is one of the most barren and desolate stretches of country imaginable, a level, monotonous land, destitute of shade, and covered only with patches of sagebrush between which alkaline wastes glitter in the fierce heat of the sun, says the San Francisco Chronicle. Four miles from Los Banos the pipe line of the Standard Oil company cuts across this desert, conveying the fuel oil to the sea. Here a great tank is being built, and a flowing artesian well has been developed, which, with the little cluster of buildings and the green things that may soon be expected to spring up, are creating an oasis, refreshing to the eye. And here, one day last week, a remarkable and dramatic spectacle was witnessed. Somehow the big oil pipe sprung a leak. Buried, as it is, beneath a huge embankment, it was some time before the defect could be located, and meantime the oil was pouring out, welling up through the sands and alkaline earth, expanding from pools into ponds and rivers, and from rivers into lakes. Just how much of the black fluid escaped before the pumping could be stopped, miles above, and the fault repaired, will probably never be known, as the Standard Oil does not take the public into its confidence on the subject of its losses any more than on the subject of its profits, but to the unprejudiced observer it would seem that the loss must have run well toward 100,000 barrels, if not beyond that figure, and the tarry lake extended very nearly a mile out over the desert. Then came the puzzling question of how to dispose of the lake of oil. Much stock was held at large in all this region, and if cattle should walk into the viscous fluid there would be little hope of their survival, while a more serious menace appeared in the shape of possible damage suits preferred by straggled sportsmen who are accustomed to chase the jackrabbit through those wilds. The winner's rails could not wash it away. It would take years to dry it down to an asphalt coating, and meantime the chance that some mischievous youngster or careless traveler might ignite the lake, endangering the tank station was well as human lives, suggested immediate peril. There was but one way out of the difficulty, and this was to burn the oil at once. The match was applied, and a column of black smoke billowed into the air, masking the red flames that writhed up suddenly broken through the desert. All that day and night the fire raged, and people for many miles around marvelled and wondered. When the flames at length died down they left a baked crust covered with a new alkaline powder, the waste ash of oil, drawn from the bowels of the earth many miles away.

REMEMBER THE GREAT

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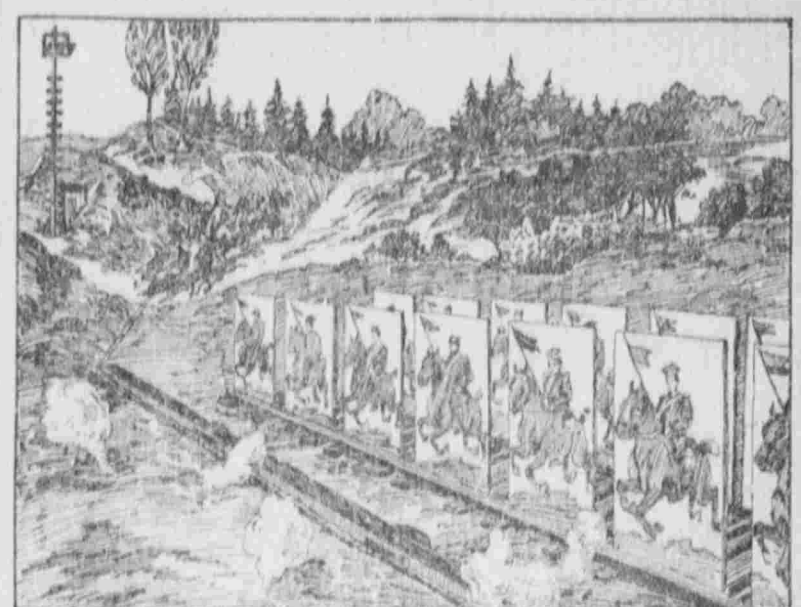
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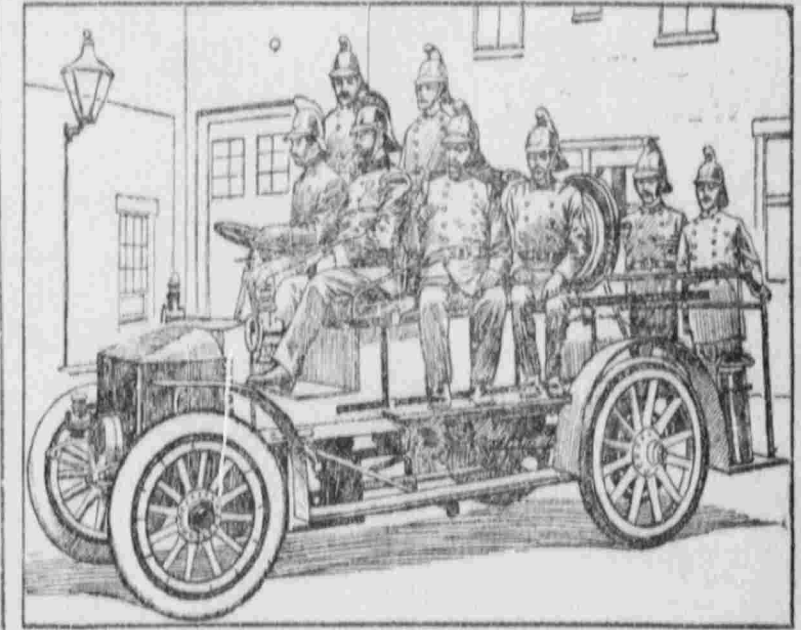
COME AND SEE US WHETHER YOU WANT TO BUY OR NOT. 122 Main St. F. M. TEETS, 122 Main St.

NEW MOVING TARGET FOR THE GERMAN ARMY.



The German military authorities are constantly on the lookout for opportunities to improve the effectiveness of every arm of the Kaiser's service. The latest device is a moving target. In order to test the number of hits made by a force of riflemen upon a body of charging cavalry a target has been invented which consists of a number of life size figures painted on a movable screen. This screen is connected with an immense beam securely fastened to the ground. By means of ropes passed over pulleys inserted in the beam the target is attached to a team of horses. The team is then set at full gallop, thereby drawing the target nearer to the beam, the infantry firing meanwhile.

THE FASTEST FIRE ENGINE IN THE WORLD.



The picture illustrates a new fire engine recently ordered by the city of Leicester, England. It is the most speedy machine of the kind ever constructed and can travel thirty-five miles an hour. It is designed as a first aid engine, and is fitted with a petrol motor so that it may be started instantly. The body, which weighs about a ton, is made to carry with safety a load of 5,000 pounds. All the mechanism is protected from dirt by a shield underneath. Two nine foot ladders are carried on brackets, and the step at the rear accommodates two first aid chemical cylinders.