

Car Minnesota—A. J. Earling, presi-dent of the Chicago, Milwaukee & St. Paul railway; J. H. Faithern, vice pres-ident of the Chicago & Alton; P. A. Valentine, vice president of the Union stock yards, Omaha. Car Marienette—J. T. Harahan, sec-ond vice president of the Illinois Cen-tral railway; J. F. Wallace, general manager of the Illinois Central rail-way; W. J. Harahan, assistant man-ager of the Illinois Central rail-way; W. J. Harahan, assistant man-ager of the Illinois Central rail-way; E. C. Cougill, W. E. Marvel. Car No. 400—H. R. McCullough, third vice president; W. A. Gardner, general manager; E. C. Carter, chief engineer of the Chicago & Northwestern rail-way.

Lincoln, superintendent of the Pullman

cars:

follows:

Union Pacific Car No. 100-Horace G. Burt, president; A. F. Jonas, chief sur-Surt, president; A. F. Jonas, chief sur-scon; J. B. Berry, chief engineer of the Union Pacific; D. O. Clark, superinten-dent of the Union Pacific Coal com-pany; W. A. Duell, superintendent of the Nebraska division; W. L. Park; C. The names of the Salt Lake railroad officials who also accompanied the party are as follows: Vice President and General Manager Brancroft; P. M. Schumacher: traffic manager; E. E. Calvin, general superintendent; P. L. Williams, general attorney; D. E. Bur-low, general assenger agent: D. S. withams, general attorney; D. E. Bur-ley, general passenger agent; D. S. Spencer, assistant general passenger agent; J. F. Dunn, superintendent of motive power; I. O. Rhodes, purchasing agent; Fred Knickerbocker, secretary to Mr. Bancroft; William Ashton, res-ident engineer, and D. Pinkerton, chief ident engineer, and D. Pinkerton, chief surgeon, all of the Oregon Short Line.

OGDEN OFFICIALS.

While the party was gathering for dinner, Mr. Harriman was introduced to many prominent Suit Lakers, and a very pleasant interval ensued. The table was set in the form of a horse shoe, and down the center of its entire length extended a roll of smilax along which a wealth of chrysanthemums was displayed. In the center of the room great jars of American Beauties added to the attractiveness of the scene, Cov-ers were laid for 100 and the menu was a triumph of culinary art.

occasion of his visit at this time was to inspect, on its completion, what Salt "the sink hole," but Lakers termed A smball navy also was required for what to railroad men was known as "the Lucin cut-off." Continuing, Mr.

a triumph of culinary art. Mr. Harriman was called upon for an address and in responding said that the

SMALL NAVY REQUIRED.

mate the worth of such a remedy? Peruna has made just such cures

of the age.

If you do not receive prompt and satisfactory results from the use of Peruna, thousands upon thousands of times. write at once to Dr. Hartman, giving a There is no nook or cranny in the whole full statement of your case and he will United States, but that some one could be pleased to give you his valuable ad-

be found who owes his life and success vice gratis. to Peruna, the greatest catarrh remedy Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, O.

S. West. Car Mosca-A. Darlow, agent of the Union Pacific railway; G. W. Hol-

MILLIO NAIRE'S POOR STOMACH.

The worn-out stomach of the over-fed millionaire is often paraded in the public prints as a horrible example of the evils attendant on the possession of great wealth. But millionaires are not the only ones who are afflicted with bad stomachs. The proportion is far greater among the toilers. Dyspepsia and indigestion are rampant among these people, and they suffer far worse tortures than the million-aire unless they avail themselves of a standard medicine like Green's August Flower, which has been a favorite house-hold remedy for all stomach troubles for over thirty-five years. August Flower touses the torpid liver, thus creating ap-petite and insuring perfect digestion. It tones and vitalizes the entire system and makes life worth living, no matter what your station. Trial bottles, 25c; regular size, 75c, at all druggists. G. G. GREEN, Woodbury, N. J.

company; Willfam Sproule, freight traffic manager of the Southern Pacific; W. C. Luce, general freight agent of the Southern Pacific; Willfam King, secre-tary to Manager Kruttschnitt; T. H. Goodman, general passenger agent. In the Oregon Railroad & Navigation company, care were President A. L. company; Willian In the Oregon Rainoan & Barbara A. L. company cars were President A. L. Mohler, W. W. Cotton, general attor-ney; B. Campbell, asistant traffic direc-tor of Harriman lines at Chicago; W.

ney; B. Campbell, asistant traffic direc-tor of Harriman lines at Chicago; W. H. Kennedy, chiet engineer; R. B. Mill-er, general freight agent; J. P. O'Brien, superintendent of rail lines of the O. R. & N.; O. L. Craig, general passenger agent of the Southern Pacific; A. H. Campbell, traveling freight agent of the Portland & Asiatic Steamship com-pany, and Horace G. Jenkins, secretary to President Mohler. OGDEN CITIZENS.

OGDEN CITIZENS.

OGDEN CITIZENS. The following citizens of Ogden joined the party on its tour of the cut-off: Mayor William Glasmann, Fred J. Kie-sel, I. L. Clark, A. T. Wright, Thomas D. Dee, David Eccles, William Driver, William Wattis, C. F. Middleton, L. W. Shurtliff, John E. Bagley, A. F. Parker, James Mack, H. H. Rolapp, Charles R. Hollingsworth, Sidney Stevens, William Moyes, James Cassin, and Hon, Lorin

At Ogden the following railroad offi-cials joined the party: W. R. Scott, su-perintendent of Salt Lake division, Southern Pacific; Thomas Fitzgerald, assistant superintendent; D. H. Carse, local agent, O. S. L. and U. P.; W. E. Marsh, assistant engineer of Southern Pacific, who has had charge of the con-struction work on the cut-off: J. W. rachic, who has had charge of the con-struction work on the cut-off: J. W. O'Brien, chief clerk in Mr. Marsh's of-fice; ex-Supt. J. S. Noble of the Salt Lake division of the Southern Pacific, and J. F. Cunningham, Union Pacific yardmaster. The conductors in charge of the train were: No. 1, T. Peterson; No. 2, T. J. Ryan and No. 3, George Derbyshire.

RECITAL AND DINNER.

Railroad Men Entertained at the Tabernacle and Alta Club.

President Harriman and party of railroad magnates and officials were royally entertained by leading citizens here last evening. The party arrived on a special train in two sections about

Harriman said:

"the Lucin cut-off." Continuing, Mr. Harriman said: "The completion of this undertaking ought to be of interest to Salt Lake, be-cause it will reduce the distance be-tween San Francisco and this city by 41 miles, and will eventually bring the time between the cities down to 22 hours. It is intended to reduce the run-ning time from Salt Lake to Chicago to 36 hours, and put passengers in New York in 56 hours from Salt Lake. "The work involved in this plan has, as you know, been in the hands of Mr. Hood and Mr. Krutischnitt of the Southern Pacific, Mr. Burt and Mr. Berry of the Union Pacific, and you here know the part Mr. Bancroff has taken at this end of the line. The rail-roads comprising this system have spent in about three years some \$120.-000,000 in improvements and better-ments, aside from any expense of oper-ation or maintenance. Incidentally

tion or maintenance. Incidentally (this with a smile) there has been some work involved in raising the money. I have enjoyed this evening with you, gentlemen, and thank you for your At 10 and 10:05 o'clock last night, the party left in their specials for the We-ber metropolis, accompanied by a Pull-man carrying Salt Lake railroad and presence

ber metropolis, accompanied by a Pun-man carrying Salt Lake railroad and newspaper men. In addition to the visiting railroad officials, those present at the dinner last night were as follows: W. H. Bancroft, vice president and general manager; E. E. Calvin, assist-ant general manager; D. E. Burley, general passenger agent; D. S. Spen-cer, passenger agent; P. L. Williams, general counsel; J. A. Reeves, general freight agent; C. J. McNitt, auditor; Ira O. Rhodes, general purchasing agent; C. Ira Tuttle, general agent; S. H. Pinkerton, general surgeon; A. F. Brewer, car accountant; C. H. Jenkin-son, treasurer; William Ashton, resi-dent engineer; all of the Oregon Short Line. Gov. Heber M. Wells, Secy. of State J. T. Hammond, John Marshall, W. S. McCornick, E. F. Holmes, Le Grand Young, Charles Cottrell, Thomas Marshall, A. W. Copp, William Igle-heart, Perry S. Heath, C. C. Goodwin, D. C. Adams, John Hughes, Joseph F. Smith, R. P. Morris, C. W. Penrose, Bert Hunt, William Jordan, William McMurrin.

THE CUTOFF.

Description of One of the Marvels Of Modern Railroading.

One of the most daring engineering feats attempted to date in the rall-road world is that of the Ogden-Lucin cut-off consisting of 106 miles of new track nearly half of which length ex-tends across Great Salt Lake, the mys-terious Dead Sea of Utah, and is part of the scheme of President E, H. Har-riman for the rectification of the main riman for the rectification of the main line of the Southern Pacific.

NOT YET COMPLETE.

While the last spike will soon be driven the wonderful cut-off is yet by no means complete. The amount of work to be done will take possibly eighteen more months and when it is eventual-ly completed it is estimated that the Southern Pacific will have put the sum of \$13,000,000 into the new line. With-in another six months, however, the actual running time between Ogden and San Francisco will have been cut down fully two hours, for heavy pas-senger trains that now spend more than four hours in covering the 146 miles ur pocket book. four hours in covering the 146 miles of mountainous road around the north end of the lake from Ogden to Lucin, will reach the same destination over a will reach the same destination over a rairoad which is laid straight across

A smball navy also was required for the work and shipwrights were brought from the lakes and the Pacific coast to build the necessary sternwheelers and tugs for the towing of the huge rafts of lumber and material. At stated in-tervals storms would arise on the lake which would wash the huge piles out of the booms setting them adrift and turning them into huge battering rams that played havoc with the work and the floating bunk houses of the men.

THREE THOUSAND EMPLOYED.

About 3,000 men have been given con-the work was first started. These men earned on an average of \$2.50 a day, which means a monthly payroll of \$225, 000. They consumed daily two car-loads of provisions. The laborers earned every dollar they made, for owing to the excessive saline properties of the water in which they worked the slightest scratch soon became a festering sore.

SMALL LOSS OF LIFE.

Despite the fact that a number of en-gines, cars and even several trains have gines, cars and even several trains have been dumped accidentally into the lake during the progress of the construction of the cut-off the loss of life has been exceedingly small. The great engineer-ing feat has been an assured success and will be a lasting monument to General Manager Krutschnitt and Chief Engineer Hood of the Southern Pacific, who first planned the huge un-dertaking and then persuaded E. H. Harriman to allow them to go ahead with the daring scheme to shorten up with the daring scheme to shorten up the time from east to west on the Har-riman trans-continental system.

FAITH AND FACT.

Faith is one thing and fact is another, it sometimes takes any amount of faith to produce one fact. Years of earnest to produce one fact. Years of earnest work and faith have produced one fact about medicine that is deserving of mention here. If people who are trou-bled with general weakness through overwork, dissipation or exposure can get a remedy that will make rich red blood from the food they eat, their re-turn to health is assured. Good blood is the life of the body as well as the nerves. Weak, sickly, pale people who suffer with indigestion, dyspepsia, sick-headache, loss of strength and ambi-tion, having dizzy spells and always tired, can be cured sound and well with Dr. Gunn's Blood and Nerve Tonic, Sold by druggists for 75c, per box, or 3 boxes for \$2. This Tonic acts in a common sense way, curing disease by giving strength to resist it.

\$44.50-CHICAGO AND

RETURN.

Via Oregon Short Line.

SPECIAL LAND



CARDNER DAILY STORE NEWS. Thanksgiving,

STORE CLOSED ALL DAY.

At home today yov'll have time to think over your Working Clothes needs.

Mechanic Overalls and Coats, Plasterer or Painter Overalls and Coats, Carpenter Aprons, Work Pants, Work Shirts, Work Gloves.

Which will it be?

Plenty of all of them here and all are the Union-Made kind.

And the very best of Union-Made brands at that.

If we sell you the best Working Clothes, then why not the best Dress Clothes? Better come and see them.



