

SURVEYORS NOW WORKING AT LEHI

Engineers of San Pedro Heading
Towards Salt Lake.

CHOICE OF GOOD ROUTES.

Not Which Way Party Will Strike
Lines After Passing Lehi is at
Present in Doubt.

When the party of San Pedro surveyors working in the Rush valley reaches Salt Lake the work of running preliminary lines out of this city will be practically completed. The surveyors who are now in the vicinity of Lehi are cross-sectioning. Three surveys have been made from Rush valley into Cedar valley. These cover five-mile, nine-mile and twelve-mile courses, which seem to be equally good for grades, curves, etc. The surveyors have taken the same pass out of Cedar valley as the one used by the Tintic valley survey. The road from Lehi to the Jordan Narrows, probably the surveyors will come up the east side of the Jordan. Other surveys from the south have taken the west side. But then the smelters are on the east side of the river, and they must be reached by the new road. Should the main line on the south end of the lake, a spur would have to be built to the smelters.

SHERIDAN PROMOTED.

Appointed Assistant Superintendent
U. P. at Green River.

H. V. Sheridan, trainmaster of the Union Pacific has been appointed assistant superintendent at Green River effective January 1. He was formerly connected with the Short Line as trainmaster and conductor, and is well known in both Pocatello and Salt Lake.

IMPROVEMENTS PROMISED.

Radical Changes in Methods and
Facilities on D. & R. G.

General Manager Handling of the Missouri Pacific system and Manager Handling of the Rio Grande lines, the Missouri Pacific, have promised radical changes in methods and facilities for handling business on the Rio Grande.

About \$100,000 will be spent in enlarging the yard and track facilities at Pueblo which for years have been altogether inadequate to the volume of business at that point. Switches and numerous engines will be speedily supplied and the well known congestion at Pueblo will soon be a thing of the past on the Rio Grande system.

No change in the offices of superintendent of the Rio Grande Western and D. & R. G. roads is contemplated. Mr. D. R. Herbert, when asked about the rumored removals, and it is believed that some time will elapse before the two branches will be under single management.

Orders have already been placed for the freight cars to be delivered in February and March. This extra equipment will immediately be put into service for it has been sorely needed for a long time.

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Twelve Years of Awful Pile Pain.

A. E. Auerger, Bradwood, Ill. says: "After suffering almost agony for twelve years from both forms of piles, and trying all sorts of remedies without relief, I am completely cured by Pile Cure." Sold by all druggists, 50 cents a box. Book, "Piles, Causes and Cure," mailed free. Pyramid Drug Co., Marshall, Mich.

date upon which the new system will become effective.

The paper which is to be adopted in the manufacture and is produced by nearly all the important mills. Its characteristic is the use of alkaline colors, which, under the influence of acids, instantly change. Many brands of the new ticket paper are now manufactured to the texture becomes difficult of the acids.

Grain Charges Abolished.

New York, Dec. 10.—It has been learned from an official source that one of the most important charges of a discriminatory character on grain passing through this port is about to be abolished, or at any rate materially modified, says the Journal of Commerce.

The charge is the arbitrary tax of one cent per bushel imposed by the railroads on grain loaded direct into steamships from the railroad elevators. It is what may be termed an equalizing charge originally intended to protect the stevedores from the loss of work.

When grain arrives on the Jersey shore it is unloaded into barges without cost to the owner of the grain and is towed to any point within the lighted harbor of New York or placed on a barge or steamer. But a shippers' desire to save the railroad the expense of this transferring the grain and is willing to send his steamer direct to the railroad.

Immediately transferred from the cars to the steamship could not do so under current regulations unless he paid the arbitrary charge of one cent per bushel. This is the charge which is to be modified or removed, and it is claimed that this will mean that business can thereafter be conducted as expeditiously at this port as at any of its rivals.

SPIKE AND RAIL.

The Colorado railways are having a hard time fighting the snow drifts.

General Superintendent E. B. Cady of the Oregon Short Line is on an inspection trip in Idaho.

The Burlington contractors will begin work on the building of the line between Billings and Great Falls the first week in January, and be rushed through just as fast as possible.

Three Missouri Pacific officials in the persons of Russell Wilson, district passenger agent at Chicago, A. A. Gallagher, district passenger agent at Cincinnati, and E. G. T. Matthews, traveling passenger agent at Louisville are spending a few hours in Salt Lake today.

A commission charged with revising the rates of Mexican railways is actively at work. Four roads—the Mexican Central, Mexican National, the Mexican Ry. and Interoceanic Ry. of Mexico—have already presented their projects for classifying the rates, which are now being studied.

The Great Northern already has handled 4,000,000 bushels of grain, as against 2,500,000 bushels handled the same date a year ago. Officials of the road state that facilities for warehousing this year's crop are far superior to those a year ago, and that much of the crop held is stored in farmers' granaries.

A scheme is being promoted to build a railway to a point near the summit of Mt. Baldy, where an elevator shaft will be run to the top. The work is to be done in three sections; an open air railway, a lower and an upper tunnel. The first is to start near the summit of the mountain and to go along the left side of the Arve Valley to Tacony, 1,100 meters above the sea, where the lower tunnel is to begin.

Unless some emergency arises the lease of the Chicago, Burlington & Quincy Railway company will not be placed on record. The laws of none of the states through which the lines run require the filing of such a document, and will not provide for it except at the will of the parties to the document. The Burlington lease would be the protection of the title to the property, and as the railroad company does not require any protection from the probable loss of the railway company, there is no necessity for filing the lease.

The industrial department of the Santa Fe Ry. gives interesting figures comparing expense of track maintenance with other items of operating expense. These show that it costs nearly as much to renew ties (\$35,000 yearly) as is paid to station agents and station clerks; that the annual repairs of roadway are \$1,350,000; exceed the salaries of trainmen and traffic clerks; that the renewal of rails \$2,500,000 costs almost as much as the salaries of the trainmen and graph service.

The track workers draw nearly as much track wages (\$15,000) as is paid out for stationery and printing; that the item of fastenings (\$250,000) year) exceeds the expense of light service.

A Lake Shore fast mail train leaving on board the Australian mail left Chicago recently at 2:35, one hour late, and reached Cleveland at 11:34 a. m., having made up 45 minutes between the two cities. The train of nine heavily loaded cars, at a speed of 30 miles an hour, on a number of occasions during the run, while the average speed was 20 minutes lost time in stops and slow-downs, was 15 miles an hour from Portland, Oregon, to Chicago.

From the story of a fast run on the coast line of the Oregon Railway & Navigation Co., which sets a new record for that road. A distance of 62 miles was covered in 55 minutes with a train of seven cars over a track that is covered by a new construction and of great curvature.

To get rid of a troublesome corn. First soak it in warm water to soften it, then pare it down as closely as possible without drawing the blood, and apply Chamberlain's Pain Balm twice daily; rubbing vigorously for five minutes; it should be worn for a few days, and it will protect it from the shoe. As a general protect it from the shoe. As a general protect it from the shoe. As a general protect it from the shoe.

A Line of Novelties. In fancy Suspenders, neat, attractive patterns in velvet.

BROWN, TERRY & WOODRUFF CO., 165 Main St.

A NICE CHRISTMAS PRESENT. The Women of the Bible. Price 75c. at Cannon Book Store.

TO CONTROL THE AUTO RACE MEETS

The Possibility of a National Association Being Formed.

DISCUSSION OF THE PLANS.

Leading Spirits of the Sport Considering Ways and Means of Uniting On National Lines.

New York, Dec. 10.—The Herald prints the following:

Discussion is general among automobilists as regards the possibility of a national association of automobile clubs being formed to control racing and the more vehicle sport in opposition to the jurisdiction assumed by the automobile club of America. It is claimed by opponents of the affiliation scheme of the automobile club of America that the Bridgeport, Syracuse, and New Jersey clubs alone had approved of the project.

Mr. Albert R. Shattuck, president of the Automobile Club of America said: "We maintain that we are the national organization and as such should control racing. We are recognized as such by the foreign clubs, and we are empowered to pass upon the eligibility of all American entries to international contests. Outside of this we are the premier organization and have exercised national functions by securing the passage of laws for the good of automobilists, such as the gasoline-anti-freeze law."

"We promoted the great endurance run to Buffalo, and the race meets of the country have been under our auspices. We are not willing to enter our own clubs into such a contest, which a club of fifteen members should have a vote equal in power to that of a club of one hundred members standing. We do not believe that racing should be controlled by a body like ours."

"The British and French automobile clubs have a much larger membership than ours, but London and Paris are perfectly willing to give foreign racing credentials to all members of the clubs desiring them. A majority of the clubs invited to join in our affiliation scheme have already accepted."

Mr. A. E. Hardington, a governor and leading spirit in the Long Island Automobile club, said his club has taken action in favor of an association as opposed to an affiliation with the Automobile Club of America. "It is unfair," said he, "to the Long Island and Chicago clubs to say that the opposition to the affiliation is led by them. They are only two of a good many, and Paris are perfectly willing to give foreign racing credentials to all members of the clubs desiring them. A majority of the clubs invited to join in our affiliation scheme have already accepted."

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Coughing?

Start at once for your drug store for some cough medicine. If you meet your doctor on the way, tell him you are going after a bottle of Ayer's Cherry Pectoral. If he has anything better to offer you, get it. We want to help you, and so does your doctor.

"I coughed terribly after having a gripe. It had not been for Ayer's Cherry Pectoral, I don't think I could possibly have pulled through."

E. E. Davis, Providence, R. I.
256, 5th St., Mass.

July. These include such shrubs as the azalea, spirea, snowball, etc.

Stonehenge, the mysterious monument of Salisbury Plain, seems to have been originally a circular root temple, with thirty huge upright stones in its outer wall and an inner horseshoe structure of ten even larger stones. The outer diameter was about 100 feet, the whole being surrounded by a circular earthen bank about 30 feet in diameter. An avenue runs from the center to a single stone about 250 feet toward the northeast, and Sir Norman Lockyer and Mr. F. C. Penckie suppose this to have originally pointed toward the star, or the year's longest day. From changes in the position of sunrise, they fix Stonehenge's date at 1500 B. C., with a possible error of 500 years. Polished flints found in the clay-raising Avenue, which the monument indicates that the stones were trimmed before bronze implements appeared, and that the work must have been done before 1500 B. C.

The origin of pearls has been a subject of much speculation. About 150 years ago Filippi of Turin announced that a living organism forms the nucleus of pearls, and that the pearl is a secretion of the animal. A French naturalist, Raphael Babin, a French naturalist, has shown that all pearls found in a common pearl-bearing mollusk are cysts enclosing distasteful, small marine worms, which are the cause of the pearls. Few pearls are obtained, the tiny young mollusks, a fifth of an inch in diameter, are to be seen instead as reddish-yellow points. These become gradually covered with a coating of lime, in an early stage appearing as black specks until the following summer, when they drop to pieces and the parasite resumes activity and reproduction. But if the parasite dies, the crust continues to grow, a large and beautiful pearl being the result. The growth of a long-dead worm. Just how nearly universal this cause of the formation of pearls may be, does not appear, but experiments with freshwater pearls show an egg as nucleus.

At a result of bad roads and heavy transport, the horses of the British army have been overworked during the rainy season, and many of them have been exhausted or have fallen victims to disease. To give greater energy to the army, the British army has been ordered to eat a large quantity of