

O. S. L. SURVEYORS NEAR LOS ANGELES

Four Corps of Engineers Working
East of That City.

WORK TO BE DONE IN YEAR

Map of About 300 Miles to be Closed
Up Inside of Twelve or Fifteen Months.

Los Angeles, Cal., March 6.—Four corps of engineers have begun working east of Los Angeles making preliminary surveys for the Oregon Short Line railroad. It is the intention of the railroad company, as already announced, that the new road shall enter this city over the tracks of the Southern Pacific, building to a point on the line that has not yet been selected, but lines will be run by the engineers through the intervening country to the city, as well as from several points on the Southern Pacific line, including Mojave and Benning, to the present western end of the Oregon Short Line. There remains but little more than 200 miles of road building to complete the Short Line to Los Angeles and officials of the road announce that the work will be done in 12 or to exceed 15 months.

MCARTNEY RETURNS.

San Pedro Engineer Says Joint Survey Not Completed.

Assistant Chief Engineer H. M. McCartney of the San Pedro, Los Angeles & Salt Lake road returned this morning from his trip through Nevada, where he has been for the past ten days looking over the work done by the surveyors. He reports that there will possibly be some minor changes made and that the joint survey consequently is not yet completed. When asked where the surveyors would be finally pulled out of the field he shrugged his shoulders, like a well-used professional, and softly murmured, "Je ne sais pas."

EMPHATIC DENIAL.

Manager Herbert Says He Knows of No Trouble on R. G. W.

Denver, Colo., March 6.—A grievance committee representing the employees of the fourth division of the Denver & Rio Grande railroad is in the city and will lay before the manager several complaints, among them allegations that trainmen are discharged for trivial reasons, that men are laid off and transportation refused them to their homes.

Manager Herbert emphatically denied the statement from Salt Lake City that a tie-up is probable on the Rio Grande Western unless the rumors between Trainmaster Cotten and the employees shall be settled before March 15.

FRANK J. GOULD COMING.

Young Millionaire and Bride Expected to Arrive in Salt Lake.

Frank J. Gould and his bride, with Mr. and Mrs. Slayback of New York, in the private car "St. Louis," are expected to arrive in Salt Lake over the Western from Denver tomorrow night or Saturday. The trip can be said to be in the nature of a wedding tour over the United States, as the party left New York in January, and he was married to Miss Kelly of New York but a few weeks before.

In an interview in Denver in reply to a question regarding the rumored purchase of the Colorado & Southern road by the Gould interests, Mr. Gould said: "No, I think not. I don't think we want the Colorado & Southern. The Fort Worth & Denver City line is doubtless a good line, but I believe one would have to buy the entire system to get that southern branch of it, and I don't think we care to do that."

Continuing, he said: "The Colorado Midland is owned partly by the Rio Grande and the Colorado & Southern and by outside parties, but the two roads control a majority of the stock. I believe it's a little road, but goes through a good country. Good agricultural system to own, I think it would be good for anybody to own, I should think."

"I think the Rio Grande-Missouri Pacific system will make a splendid combination for through business."

"I am traveling for pleasure, but of course, am looking over the country and the railroads as I go."

BIG BLAST.

Three Cars of Powder Scheduled to Go Off at Reno.

This afternoon Kilpatrick Bros., the Central Pacific contractors, were to have given the residents at Reno, Nevada, a shaking up in the form of a big blast for the purpose of mutilating the scenery in the vicinity. A tunnel in the shape of a big "T" with a stem 30 feet long has been driven into the hill at the mouth of the canyon east of Reno and in this were placed three cars of powder. It is estimated that the touching off of this blast will move 25,000 tons of soil and create a small earthquake.

C. E. Higbee, who will be remembered by the members of the famous Union Pacific Press picnic last summer as being in charge of the tunnel work as an engineer, is now in charge of the engineering of the contracting firm of Procter, Lusk and Higbee.

GENERAL SHAKE UP.

Engineering Department of the Northern Pacific is Reorganized.

The engineering department of the Northern Pacific railway has been completely reorganized by Chief W. L. Darling, the changes dating from March 1.

J. Q. Jamison is placed in Tacoma as division engineer, in charge of engineering on all lines west of and including Ellensburg station.

P. S. Darling is made division engineer at St. Paul, in charge of engineering on all lines east of the Missouri river; vice J. S. Bratner, transferred.

W. C. Smith is appointed division engineer, with headquarters at Livingston, Mont., and is placed in charge of engineering on all lines between the Missouri river and Butte and Helena, including Butte, but not Helena.

B. E. Palmer is made division engineer at Spokane and will have charge of all engineering between Butte and

Hood's Sarsaparilla

Has won success far beyond the effect of advertising only.

The firm hold it has won and retains upon the hearts of the people could never have been gained by even the most lavish expenditure of money.

The true secret of the popularity of Hood's Sarsaparilla is explained entirely and only, by its unapproachable merit.

Based upon a prescription which cured people considered incurable, which accomplished wonders astonishing to the medical profession,

Hood's Sarsaparilla

Includes the concentrated values of the best-known vegetable remedies—such as sarsaparilla, yellow dock, pipsissewa, yva root, mandrake and dandelion, united by an original and peculiar combination, proportion and process, giving to

Hood's Sarsaparilla

curative power peculiar to itself.

Its cures of mild and extreme cases of scurf, eczema, psoriasis, and every kind of humors, as well as of catarrh and rheumatism—prove it to be the best blood purifier ever produced.

Its cures of dyspepsia, biliousness, nervousness, loss of appetite and that tired feeling, make

Hood's Sarsaparilla

longer question the greatest stomach tonic, nerve-bracer and strength-restorer the world has ever known.

It will cure you or any one in your family of any of these troubles.

Hood's Sarsaparilla

as a thoroughly good medicine. Buy a bottle and begin to take it today.

Helena and Ellensburg, Washington, including Helena, but not Butte or Ellensburg.

Assistant engineers will report to the division engineers and the latter to the chief engineer.

Headquarters at Philadelphia.

New York, March 6.—Coincident with changes made in the list of officials of the Norfolk & Western railroad, it is stated, says the Herald, that the main office of the company which has been located in this city for many years, will be moved to Philadelphia. The real significance of this step is said to be in the fact that the Pennsylvania interests which are now in practical control of the Norfolk & Western, wish to have its executive offices as near at hand as possible to the headquarters of the general policy of the big soft-coal road.

Arrangements already have been made to move the papers and paraphernalia of the president's office to Philadelphia. It is thought the transfer will be completed within the present month.

Tracklaying on K. C. M. & O.

Kansas City, Mo., March 6.—It is announced that tracklaying on the Kansas City, Mexico and Orient railroad will be begun at Anthony, Kansas, this month. Ninety-two miles of road in Kansas and Oklahoma is practically ready for the track.

Juan F. Trevino, manager of the road's interests east of the Sierra Madre mountains in Mexico, left last night for Chihuahua, where he will be tracking next week on the 50 miles now graded east from Chihuahua and will award contracts for grading the next 30 miles. Rails are en route from Europe for this latter part of the road and also for that now graded east from Fort Smith, about 40 miles, which ties and bridge timber have arrived.

SPIKE AND RAIL.

Preliminary work has commenced in earnest on the Leanington and Lucin cut-offs.

L. O. Leonard of the Missouri Pacific has returned from the meeting of stockmen in Denver.

H. E. Dunn of the passenger department of the Oregon Short Line, has returned from a three week's visit to St. Paul.

W. S. Sells, general manager of the Manitou & Pike's Peak railway, is expected to arrive in Salt Lake in a few days.

The Rio Grande Western has contracted to haul the Viola Allen carload, consisting of 50 people and two carloads of scenery, and the Al. G. Field mints.

The Universal Leader of March 1 devotes a column to "The Scene Line of the World," which will undoubtedly be incorporated in the literature of the Rio Grande Western in the near future.

General Superintendent E. E. Calvin of the Oregon Short Line, has gone to Butte in order to be present at the Post-Telegraph suit for right of way along the tracks of the Short Line.

The Baker City Herald in a column article under a flash head asserts that Harlan is playing freeze-out with the P. & N. and when the deed has been done he will father the Northwest railway to Lewiston.

Traveling Auditor Edwin Opdyke, of the Union Pacific, is in town on an official visit. Mr. Opdyke was private secretary to General Manager Pennington of the mountain division of the Union Pacific in 1891, and has had a wide experience in railroad work.

S. H. Babcock, assistant traffic manager of the Rio Grande Western, returning yesterday from New York, where he has been in consultation with George J. Gould, President Jeffery and other Rio Grande and Missouri Pacific officials regarding the traffic situation in the west.

James J. Hill, president of the Northern Securities company, is quoted by the Journal of Commerce, as saying he knows nothing of

GET YOUR SHARE.

Blackmen, whitemen, redmen, yellowmen,—all are busy eating away at the world's food supply—every day—three times a day.

Every one is entitled to a share. Are you getting yours? Does it do you good?

If not, take Scott's Emulsion. It is a concentrated, predigested food—much nourishment in small space—and all usable by the weakest system.

It restores the flesh of young and old.

Send for Free Sample.

SCOTT'S EMULSION, 420 Pearl St. N. Y.

THEY DEFEND MORMONISM.

Utah Delegates to National Council of Women Speak.

"Mormons," Their Work and Manners and Customs," was the theme of addresses made at Haines Hall last night by ladies comprising the Utah delegation to the National Council of Women, which met in Washington Feb. 18 to 25, inclusive.

The delegates included Mrs. Susan Y. Gates, a daughter of the late Brigham Young, the founder of "Mormonism," Mrs. Annie Hyde, Mrs. Ida Buehner and Mrs. T. Taylor. The gathering was presided over by Mr. John G. McQuarrie, president of the Eastern States mission, with headquarters at Brooklyn.

Mrs. Gates proved a most forceful speaker and impressively set forth the doctrines of her sect, strongly urging those who condemn the "Mormons" to look more closely into the lives of those who expound the doctrine and its followers.

Mrs. Taylor spoke on the educational advantages of Utah, a state, she said, that stands third upon the list in point of school facilities.

Mrs. Buehner, both young and pretty, and looking like a girl just out of her teens, spoke on the great results achieved by the "Mormons" with their kindergarten system and of the large number of children enrolled in these institutions.

The ladies will leave this morning for Philadelphia, where they will hold a meeting tonight—Valentine's Day.

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Thomas Ashton, formerly voluntary observer of the weather bureau at Woodruff, has removed to this city, and in his stead the bureau has appointed T. J. Trimmer of Woodruff. Mr. Ashton says his part of the state has experienced an open winter, which was very good for the range livestock, but not so good for the feeding stock. He says his part of the state has experienced an open winter, which was very good for the range livestock, but not so good for the feeding stock.

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