

TURNING OVER THE EXTENSION.

Salmon River Line to Go to Operating Department.

OFFICIALS WILL INSPECT IT

Probable that a Special Train Will Carry a Party from Salt Lake Up to Mackay.

Nothing definite has as yet been arranged as to the time when the Salmon River branch of the Oregon Short Line will be turned over to the operating department, but the supposition is that Friday or Saturday will see the line so out of the jurisdiction of the construction department. It is also thought that when this change is made there will be a special train leave Salt Lake for Blackfoot and Mackay, carrying officials of the line and newspaper men to take a run over the road. The completion of this branch has brought wonderful strides in development of the country contiguous, and the little town at the end of the extension is booming up as if under an enchantment. It is quite certain that Mackay will not long be the terminus of the road but that it will be made to penetrate the whole Salmon River country, which is now without proper transportation facilities, but is full of great resources.

RAPID MAIL TRIP.
Made on American Route From Australia to England.

A consignment of mail, which left Sydney, Australia, October 15th, for London, England, by the American route, arrived in New York at 10:40 Saturday morning and was dispatched by the steamship Umbria, which left for London that afternoon. The mail arrived on the Ventura at San Francisco last Monday from Sydney and Auckland. It will be the speediest mail delivery ever accomplished in the world—more than half-way round the globe, by steam at sea and steam on land, and steam at sea again, in less than thirty days. The New York central railroad delivered the mail, which includes several bags on board the Cunarder within five minutes of her sailing time Saturday morning, and the steamship will have the letters in the London post office on the morning of November 16th. It will beat the fiction of Pinchas Pogor by twenty days.

The Ventura left Melbourne, Australia, on October 14th, bound for San Francisco by way of Sydney, Auckland and Honolulu. From Melbourne to San Francisco the distance is about 8,500 miles; from Sydney it is about 5,000 miles; from Honolulu 3,600 miles. The Ventura stopped at each of these ports. She arrived at Sydney late on the 15th, and her average speed was about 400 knots in twenty-four hours. From Sydney it took her three days to Auckland, and from Auckland to the Hawaiian Islands eleven days.

Her passage from Honolulu to the Golden Gate was exceptionally speedy, although it did not break the high record. The Ventura anchored in American waters on the morning of November 4th. The mail bags were brought ashore and placed on the regular mail train of the Southern Pacific, and then run over the Union Pacific, the Burlington and the Lake Shore and then to the New York Central.

The first feat of this sort was on September 7th. The run was made over the Central and the mail was put on board the Casper and the report which has gained currency throughout the country, that the Denver & Rio Grande company, of which he is general passenger agent, intends to employ girls as waiters on its dining cars.

Repairing R. R. Bridge.
Mammoth Record: The Short Line bridge gang is in camp to repair the railroad bridge at Mammoth mill.

SPIKE AND RAIL.
On Saturday the Victor division of the Colorado and Cripple Creek road was opened.

The new stage schedule on the Oregon Short Line will soon be ready for presentation to General Superintendent Calvin.

S. V. Derrah, of the Rio Grande system, has returned from the meeting of the Missouri freight bureau at Kansas City.

Albert Dixon, a conductor on the Salt Lake & Mercur, who had his left arm badly hurt, is doing quite well at St. Mark's hospital.

Two new engines have been received by the San Pedro road on the Los Angeles line. They are big machines, weighing 120,000 pounds in all.

Officials of the San Pedro at Los Angeles.

SWITCHMEN LOSING.
Trainmen Stand by Railroad Company in the Strike.

Members of the Order of Railway Conductors and Brotherhood of Locomotive Trainmen employed on the Denver & Rio Grande railroad, at a meeting in Denver Saturday afternoon, acting upon the advice of W. G. Lee, first vice grand master of the trainmen's organization, voted unanimously to stand by the railroad company in the strike declared by the Switchmen's Union of North America.

Mr. Lee explained the situation resulting from the switchmen's strike, and read the agreement made in 1892 between the trainmen and the old Switchmen's Mutual Aid society and the Rio Grande. He said this agreement still held good and that the trainmen still exercised jurisdiction over the yard switchmen. The trainmen unanimously endorsed the stand of Lee on the strike. A resolution was adopted favoring taking the place of the strike.

The company is asked to take back

Thin Hair

You can't expect a half-starved child to prosper. Neither will half-starved hair prosper, either. Growth demands food. Then feed your hair. Feed it with Ayer's Hair Vigor, the only genuine hair-food.

"My hair was falling out rapidly, and my head was nearly bald. I then began the use of Ayer's Hair Vigor, and less than two months stopped my hair from falling out and made it grow rapidly. It has done wonders for me."

Ruth Lawson, Detroit, Mich.
S. L. All druggists. J. C. AYER & CO., Lowell, Mass.

such yardmen as apply. All vacant places are to be held by members of the R. R. T. or B. R. C.

This action practically ends the strike so far as the railroad company is concerned, but a fight may ensue in other portions of the country between switchmen and trainmen, and when the switchmen's organization is strong, labor leaders say, they may retaliate by injuring the trainmen.

Notwithstanding the statement that has been made that we would have difficulty with the interchange of business with our connections, we have absolutely none," said Manager Herbert of the Denver & Rio Grande today.

Not a car of important freight has been delayed at any point on the system since the strike occurred. There has been no delay in the movement of passenger trains.

General Master Frank T. Hawley of the switchmen has not given up the fight, however, and indicates that he has some moves to make that may surprise the railroad company and the trainmen.

INQUIRY OPENED.
Inter-State Commerce Commission Is After Reasons.

C. A. Proutz of Vermont, and Joseph W. Fifer of Illinois, members of the Inter-State Commerce commission, opened an inquiry at the federal court room in Denver today on the charges of discrimination against Denver in freight rates from the Pacific coast.

About a year ago the Inter-State Commerce commission decided that the railroads should not charge more for freight from the Pacific coast to Denver than from the coast to Missouri river points on any commodity except sugar.

Notwithstanding this, the railroads, in their schedule of east-bound tariffs from the coast made the rate to Denver from 100 to 500 per cent higher on 139 articles than the rate to Omaha or Kansas City. The proceedings today opened on an order issued by the commission against the Southern Pacific and Santa Fe companies to show cause why they have not put the equal rates into effect on all articles.

Can't Make Schedule Time.
Since time card No. 14 became effective last Sunday, the section on the Wyoming division of the Union Pacific, or at least on the Fifth and Sixth districts, shows no improvements over what has had to be endured during the last few months, says the Laroux Hootenanger. It seems entirely out of the question for No. 5, the only west bound day train with Denver connections, to make schedule time however it may be marked, and it is now forty minutes later than formerly.

Engine men say that on account of the long runs now required of the passenger engine on the Fifth and Sixth districts all of the big compound engines are in bad shape. They are big machines, and the Burlington and the Lake Shore and then to the New York Central.

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