

MINING, BUSINESS AND STOCKS

DEVELOPMENTS IN TINTIC'S MINES.

Splendid Results Being Obtained From Work Going on in McKinley Group.

BECK LEASERS MAKE A STIKE.

Good Reports Come From West Tintic—Many Pleased With the Christmas Edition of the "News."

Special Correspondence.

Eureka, Dec. 24.—Development work on the McKinley Mining company's property is being pushed and the showing grows brighter with each shot. Supt. Erik Levin put a night force to work last week. The recent assessment levied has all been paid in full and no delinquent stock was advertised. A meeting of the stockholders of the company is to be held the first week in January.

A fine body of ore has been opened up in the Bullion-Beck mine in the Higson & Coleman lease, it being one of the richest finds located so far by the leasers. All leasers in the property are doing well and the prospects are that the old mine will be a bread winner for many years to come.

Reports from the West Tintic country are very favorable. Several miners from that section who are in Eureka to spend the holidays, speak in glowing terms of the bright future for that section. At the Orient mine development work is making a fine showing for the property. The Flying Dutchman property is producing some good ore, and the Ecker brothers who have charge of the mine say they have done better. A large number of miners are employed in the different properties in the west end and a great deal of prospecting is going on.

The delinquent stock of the Sweetwater Mining company will be sold on Jan. 15.

The mining men and miners of Tintic district were highly pleased with the page in the Mammoth Christmas edition of the Desert News devoted to the mining properties of Tintic. Many purchased copies of the edition to send away to friends throughout the country. Fred W. D. Myers of the McKinley Mining company writes: "The holiday edition of the Desert News is the finest ever produced in the State of Utah, and will do more to advertise the mineral wealth of this section and attract capital than has ever been done before." J. Sullivan of the Victoria, Grand Central and Raymond mine was also loud in his praise of the splendid write-up of the mining properties of the state.

Two carloads of ore were sent out last week from the Eureka-Hill mine, and a couple of cars more are in the ore house awaiting shipment. The only work now being done in the mine is on the 500 and 600 levels, and the force has been considerably reduced in consequence.

A drift has been started on the 900-level in the Victoria mine and as soon as the ore body is reached stoping will be commenced. No ore was shipped from the property last week, but a large amount is awaiting shipment.

Shipment of ore from the Tintic mines for the week ending Friday, Dec. 23, amounted to 108 carloads. Three carloads of concentrates were shipped from the Uncle Sam mill. The following were the producers:

Yankee Cons., 8; Eagle and Blue Bell, 6; Tetra, 2; Godiva, 1; Uncle Sam, 1; Centennial-Eureka, 4; Carlin, 5; Grand Central, 5; Ajax, 1; Mammoth, 6; Victor, 1; Gemini, 14; Bullion-Beck, 7; George Zimbleman, 1. Total, 108 carloads.

THE BOSTON CON.

Company Made \$127,244, Net, During The Last Fiscal Year.

During the year ending Sept. 30, according to the report of Samuel Newhouse, managing director of the Boston Con. there were produced 47,845 tons of ore, for which was received \$257,915, deducting all expenses, leaving a net profit of \$137,244. The average cost of mining per ton was \$2.07, and including all other expenses, was \$2.35 per ton. During the year the underground workings were extended 2,121 feet.

The financial statement makes the following exhibit:

Assets—Cash, \$1,000,000; development work, \$275,272; office furniture, \$6,000; managing director's expenses, \$6,000; sundry debtors, \$1,622; total, \$1,355,122.

Liabilities—Capital stock, \$1,000,000; balance English company, \$11,974; sundry creditors, \$5,814; profit and loss, \$137,244; total, \$1,355,122.

NEW GOLDFIELD CORPORATION

Denver Capitalists Will Organize an Electric Power Company.

C. M. Hobbs, who is one of the prominent men of the syndicate, and who, with the permanent organization of the company, will be one of its officers, returned yesterday from Goldfield, and incorporation papers for the Nevada Power company will be filed under the laws of Colorado tomorrow or next day, says the Denver News. The company, which will be capitalized at \$1,000,000, will consist of such well known capitalists as Rodney Curtis, F. J. Campbell, C. M. Hobbs and Guilford S. Wood, all of Denver; Col. Edward Prince of Quincy, Ill., and one or two residents of Goldfield.

The company proposes to furnish the only power yet introduced into Goldfield, and by a method little known and used in Colorado. Power will be furnished by hydro-electric transmission, and will be generated by the water-fall of Bailey creek on the eastern slope of the Sierra 30 miles from Goldfield. Mr. Hobbs said last night that work on the power plant would also include the building of a pipe line 12,000 feet long, with a fall of 1,000 feet, to carry the water power supply.

"The development of the mining resources of Goldfield has not even begun," declared Mr. Hobbs, "because there has been no means for generating power of any kind. All the mining has been done by hand, and the use of such remarkably high values that manipulation of any kind was unnecessary. There is no power obtainable there, except such as the Nevada Power company proposes to furnish. Coal can be had in Goldfield. Wood sells at \$15 a cord, and is scarce at that. Furthermore, there is no running water.

We propose to furnish power for transit and power for raising water for domestic and mining purposes. Mr. Hobbs further said last night that this company, organized by Denver men, and the operations of which insure the handling of all the ore of the district, proposes to have its plant completed in six months. Work will begin immediately under the direction of hydro-electric engineers.

TONOPAH CONSOLIDATION.

Union of Ohio and Republic Companies an Important Transaction.

The Ohio-Tonopah and Republic-Tonopah Mining companies were consolidated Dec. 1. The result will be that the former, with the strength obtained through the latter, will resume sinking and general prospecting in a very short time, says the Tonopah Sun.

Each company had a capitalization of 1,000,000. Under the consolidation the new Ohio-Tonopah company has 1,500,000 shares. The union makes it possible to obtain ready money for further work and to start with very little delay. Shortly after the first of the year it is believed the fire will be placed in the boilers again.

The two companies were composed of the same stockholders, and of them residing in Ohio, at Youngstown and Cleveland. The meeting to consolidate was held there. The final details of the consolidation will take place Dec. 28.

S. A. Knapp, former manager, returned to Tonopah as a result of the consolidation. He was in Ohio but met J. G. Butler, Jr., president of the Ohio-Tonopah, in St. Louis. Mr. Knapp brings the first news of the consolidation.

Mr. Knapp states that the big ledges of the Tonopah Mining company should pass through the Ohio ground. He believes those in the MacNamara are the Montana ledges and they are identical with those of the Tonopah Extension. The position of the Ohio claims takes them further to the south and, according to Mr. Knapp's theory, directly on the trend of the Mizpah. He says several large ledges have been encountered already in the Ohio shaft, but in the main they have been practically barren. He prophesies that the rich ledge will be encountered in a very short time.

NAILED SHIPMENT.

Twenty Tons Shipped Values of Over 200,000 Ounces Silver.

Controls from a shipment from the Nailed Silver mine of 20 tons of ore, 15 tons of which was shipped about 100 ounces silver, 12 per cent lead and 1 in gold per ton. Manager Reed was up this week and found everything moving along quite satisfactorily—a little ore being taken out all the time.

The machinery for the Glencoe property, now under the management of Messrs. Perry and Hancock, arrived this week and is being hauled to the mine. Manager George K. Hancock has expressed his opinion of the outlook of the prospect as follows: "With an ore body 750 feet long at a depth of 200 feet beneath the surface we have got what most sensible people, I think, would consider 'good indications,' at least. With the new machinery and equipment in place we are going to open this ore body, and open it right."

Controls from the 30 tons of ore from the Nailed Silver mine last week gave 138.9 ounces silver, 14.4 per cent lead and 1.40 in gold, the shipment thus netting the company about \$3,000. While there is nothing particularly new to report from the property it is looking as encouraging as ever and the outlook for the property is bright.

Manager W. L. Snyder of the California was in camp this week and stated that the property had been turned over to the stockholders and that all indebtedness had been cleared off by the first of February. After this time the development of the mine will be taken up in earnest and it is to be hoped that it may be continued without further delay. There are already large bodies of ore in sight but it is of low grade and the property is not yet ready for shipment. It is satisfied, however, that with depth the character of the ore will improve materially, and that the property will soon be on a paying basis. Prospecting in Thayne's canyon has proven that depth is required to find the ore body, and this has been the opinion of the people intent to get—Park Record.

Jim Butler Statement.

The annual report of the officers of the Jim Butler-Tonopah Mining company submitted to those present at the recent Philadelphia meeting has been received in this city.

The financial statement shows the following:

Receipts—Called on subscription to 100,000 shares of treasury stock, at par, \$250,000; sale of two hoisting engines not needed, \$3,896; sale of materials and supplies, \$24,148. Total receipts, \$388,044.

Disbursements—Labor, \$24,518.93; silver, \$462.30; lumber, freight and hauling, water, assaying, \$5,274.13; advertising, interest and exchange, legal expenses, organization expenses, insurance, taxes, traveling expenses, etc., \$1,019.93; mined ore, purchased at appraised value from Tonopah and Lake company, \$1,371.80. Total expenditures, \$36,767.39, leaving cash on hand amounting to \$1,017.65.

According to the report the balance of \$65,000 due on subscription to 100,000 shares of treasury stock is subject to call and that, in addition, 308,000 shares of the company's stock is available for future needs of the corporation.

The officers and directors of the company are James L. Butler, president; John W. Brock, vice president; Clyde A. Heller, secretary and treasurer; Fred A. Keith, manager. Mr. Brock and Mr. Keith do not appear as a director in the company, the board being made up of the first three names mentioned, Charles E. Knox, O. A. Turner, Thomas M. King, Charles R. Miller, C. A. Higbee and Francis L. Potts.

Comstock's New Equipment.

By the Comstock Mining company, says the Park City Record, final arrangements are now completed and an order has been placed for a five-drill Rand compressor and a full complement of drills, piping, hose and other equipment necessary to make the plant a perfect one in every respect. Although excellent progress has been made of late with the usual process of hand drilling, the work has been necessarily rather slow, especially as the ground being worked through at the present time is very hard and has required blasting for every foot of development. The new plant is to be installed within the next few weeks, and after that time things will certainly "hum" along at this property.

A large water heater to heat the water for the boilers has also been ordered, and with this in place, too, the company's equipment for the large amount of development work planned by them will be complete and one of the best in the camp. The winter's supply of coal is in also provisions enough to cover any emergency. The work which had roads may make hauling impossible. Superintendent Hickey has been laboring under somewhat difficult circumstances in opening up the mine as far as he has gone, but he, as

well as Manager Dunsford, and many mining men of this city, is confident that a big mine is there, and is making no possible effort to find it. Before the new year is very far advanced good news may reasonably be expected from this very promising Thayne's canyon property.

CONCENTRATES.

The mining exchange will resume calls at the usual hour tomorrow morning.

The mines of South Dakota produced \$7,000,451 during the 12 months ending Nov. 1, 1904.

The Utah Consolidated dividend declared by the directors recently will be paid Jan. 15.

Today is being observed as a holiday by the various mining and smelting companies. Nearly all the offices were closed.

One shipment from the Park City mines last week aggregated 2,125,257 pounds as follows: Silver King, 1,566,000; Duly West, 1,101,257; Ontario, 256,000; Kearns-Keith, 173,000.

Eureka, Dec. 23.—During the past week 14 shipments from the Tintic mining district forwarded to the smelters 108 carloads of crude ore and three cars of concentrates, as follows:

President William B. Mucklow of the Majestic Copper Mining and Smelting company arrived from Milwaukee to spend a few days in the city. He expects to visit the mines again before returning east.

Alex 1, Bullion-Beck 7, Centennial-Eureka 48, Carlin 5, Eagle & Blue Bell 6, Tetra 2, Victor 1, Gemini 15, George Zimbleman 1, Grand Central 5, Mammoth 6, Godiva 1, Uncle Sam (crude ore) 1, Uncle Sam (concentrates) 3, Yankee Consolidated 6.

In prospecting work on the Moscow owned by Mat Cullen, et al., in Star district, near Shaumite, John Kelly, veteran miner of the district, informs the Times that a considerable body of rich ore is being uncovered. The Moscow is one of the many great mines in Star district, and a little systematic work is all that is necessary.—Milford Times.

Development in the way of sinking a shaft on the Hoosier Boy at the head of Elephant canyon, is being prosecuted by the Majestic company with a limited force. Work has not progressed far enough yet to determine with any degree of accuracy what it will lead to. The Hoosier Boy is regarded by old miners of the district as a mine of great possibilities.—Milford Times.

A London dispatch says: The report of the directors of the Boston Consolidated Copper & Gold Mining company, limited, states that the balance sheet of the American company of the same name, shows a balance to the credit of profit and loss account of 127,244. During the year the directors of the American company have purchased from Samuel Newhouse for \$250,000 the contract which he made with the company on May 14, 1903, thus saving the company the percentage to which he was entitled out of the profits. Mr. Newhouse reports that the 1,000-ton daily contract has been fully performed, and that under the second contract 4,586 tons of ore, averaging 3.25 per cent of copper, has been delivered to the Bingham Copper & Gold Mining company.

A. S. CAMPBELL.

Stock Broker.

216 D. F. Walker Block.

LIVESTOCK.

KANSAS CITY.

Kansas City, Dec. 25.—Cattle—Receipts, 2,000; market steady. 2,000; native cows and heifers, 1,750; 600; stockers and feeders, 2,000; 600; bulls, 2,000; calves, 2,000; 600; western steers, 2,000; 600; western cows, 1,750; 600; Hogs—Receipts, 2,000; market steady. 2,000; heavy, 4,000; 400; mixed, 4,000; 400; light, 4,000; 400; pigs, 4,000; 400; bulk of sales, 4,000; 400; sheep—Receipts, 2,000; market steady. 2,000; western yearlings, 3,000; 600; wethers, 4,000; 400; ewes, 3,000; 600; lambs, 4,000; 400; wethers, 4,000; 400; ewes, 3,000; 600; lambs, 4,000; 400.

OMAHA.

Omaha, Dec. 25.—Cattle—Receipts, 1,100; market steady to strong. Native steers, 2,000; 600; cows and heifers, 2,000; 600; western steers, 2,000; 600; Texas steers, 2,000; 600; calves, 2,000; 600; western steers, 2,000; 600; western cows, 1,750; 600; Hogs—Receipts, 2,000; market steady. 2,000; heavy, 4,000; 400; mixed, 4,000; 400; light, 4,000; 400; pigs, 4,000; 400; bulk of sales, 4,000; 400; sheep—Receipts, 2,000; market steady. 2,000; western yearlings, 3,000; 600; wethers, 4,000; 400; ewes, 3,000; 600; lambs, 4,000; 400; wethers, 4,000; 400; ewes, 3,000; 600; lambs, 4,000; 400.

TRAVEL IN THE OLDEN TIME.

It was a clear September day in 1672 that Louis Joliet, a young Canadian in the dress of a "coureur du bois," ran down to the river, and placing his gun in a canoe, already provisioned with a bag of corn and a bag of tobacco, sprang lightly into the boat and was soon breasting the strong current of the St. Lawrence. The man carried a commission from the French government authorizing him to lead an expedition from Mackinac to discover and explore the great river of the west, conjectured to empty into the Gulf of California. He also bore a commission to Jacques Marquette, of the mission of St. Ignace, to be his assistant and companion in the proposed expedition.

The prospect of a lonely voyage of 1,000 miles in a canoe caused Joliet no apprehension of discomfort, for a companion had he in his gun, for Jacques Marquette, of the mission of St. Ignace, to be his assistant and companion in the proposed expedition.

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"When this system was introduced in Paris," he said, "a teacher at an English Sunday school explained it to her pupils, and told them that love had caused the system's adoption, and without love the world would be a poor place for children and for all helpless and infirm persons."

"Next Sunday," she said, "I want each of you to come prepared to recite a scriptural verse about love." The next Sunday duly arrived and the children had all prepared their verses. One had "Love your enemies," another, "Little children, love one another," and so on.

"Finally a boy with red hair arose. He began in a loud, shrill voice: "Song of Solomon, second chapter, fifth verse."

"And then he recited: "Stay with me, my love, comfort me with apples; for I am sick of love."

NEW TERRITORY ON MOFFAT LINE.

Something Regarding the Resources on the Air Line Route To Salt Lake.

TO BE FINISHED NEXT YEAR.

So Says the New York Commercial, The Organ of the Standard Oil Crowd.

The New York Commercial, the financial journal owned by the Standard Oil crowd, states that the year 1905 will see the completion of the Denver, Northwestern & Pacific railroad to what is now known as the wilderness of northwestern Colorado and the development of an area of country as great as New England. The year will also see the completion of the survey through to Salt Lake and, in all probability, contractors working from the Salt Lake end as well as from the Denver end of the road.

The Denver, Northwestern & Pacific, commonly known as the "Moffat line," after David H. Moffat, a Denver banker, and its builder, crossed the Continental divide in 1904, and thereby gave the tie to capitalists and railroad men who said that the road would never be completed, and to engineers who declared the route surveyed was impossible for a railroad. The destination of the line is Salt Lake, and it traverses as nearly as possible an air line from Denver, penetrating the wilds of Colorado and opening a country tremendously rich in coal and minerals and agricultural possibilities.

The road was completed to Arrowhead, 76 miles from Denver, on Oct. 1, 1904, and in the virgin forest the town of tents and log cabins was started. The completion of the road to this point marked the crossing of the Continental divide, and the completion of one of the most daring bits of railroad engineering in the history of railroading. It also marks the completion of the most difficult part of the construction of the Denver, Salt Lake road.

Erman & Crook, the railroad contractors, who have been building the road from Arrowhead to Hot Sulphur Springs, 26 miles. Half of the grading of this line is finished, and the trains will be running into the town by May 1. By April 1, contracts will be let for the building of the road 50 miles beyond Hot Sulphur Springs, and then another 50 miles will be ready for the contractors, and so on until the road is finished.

OBSTACLES SURMOUNTED.

Obstacles have been surmounted in the construction of the Moffat road to Salt Lake. It was considered insurmountable. Recently, it is the most wonderful standard gauge road in the world. It has gone over the mountains, and around them.

Leaving Denver it traverses the valley to the foothills and then begins its climb. It crosses the backbone of the American continent. When it reaches the front range of the Rockies, or the foothills, it creeps around the sides of the mountains, going higher and higher. In 20 miles there are 22 tunnels, varying in length from 100 feet to 1,800 feet. The road crosses something like 30 hills, varying in length from 100 feet and in length from 100 feet to 2,000 feet. These hills are of rock and are as solid as the roadbed through granite. Every bridge has been planked beneath and ballasted.

Views for 10 and 100 miles are frequently unfolded in this line around the foothills, and South Boulder creek is seen 500 feet below. There are open parks dotting here and there which have already been bought up by Denver people for summer homes.

An idea of the climb of the Moffat road can be gained from these figures: Leaving Denver at an elevation above sea level of 5,170 feet, it reaches an elevation of 7,467 feet at Crescent, 31 miles from Denver, and an elevation of 8,839 feet at Tolland, 47 miles from Denver. Leaving Tolland the road begins its wonderful climb over the Continental Divide. From the Tolland station four tracks can be seen winding up over the mountains. Five miles from Tolland the elevation is 9,305 feet, then five miles more and the road has attained an elevation of 10,660 feet and four miles more brings it to the summit of the Rocky mountains at an elevation of 11,660 feet, being the highest point in the world reached by a standard gauge railroad.

From Summit the descent begins so that in four miles the elevation is 10,995, and at Arrowhead, 15 miles, the elevation is 9,585, and at Hot Sulphur Springs, 26 miles from Arrowhead, the elevation is 7,680 feet. There are points on the line across the divide where one may look down to the valley 3,000 feet away and fragments of places where two, three, four or five tracks can be seen at once, thus showing how the road has crept over the spine of the continent.

BRIDGE OVER TUNNEL.

Seven miles west of Summit the road crosses the divide over a tunnel. It is the only instance in the world where a railroad has done this. There is a trestle that is crossed and then a loop is made which necessitates a tunnel through the solid granite which is directly under the trestle. The road goes out four miles to do this.

The Moffat road is one of the most solidly constructed roads in the world. It has been built and is being built under the personal supervision of A. C. Ridgway, its general manager. Mr. Ridgway built the Florence & Cripple Creek and the Colorado Springs & Cripple Creek railroads, two marvels in mountain railroads.

The maximum grade of the Moffat road is 2 per cent on the eastern slope of the Continental Divide and western slope of the Vauxhall range, and all other portions of the road except the western slope of the Continental Divide, where it is 1 1/2 per cent, is 1 per cent. A great portion of the valley lines are laid at six-tenths and eight-tenths per cent grade.

The curvature is restricted to a maximum of 19 degrees on mountain mileage, and valley mileage is restricted to three and four degree curves. Three-fourths of the entire completed line will be in the valley; hence one may gain an idea of its easy curvature.

The track is constructed of 80-pound steel rails, laid on southern long leaf yellow pine ties, with 3,360 ties to the mile and tie plates on every tie. The roadbed is ballasted with slag from the Denver smelters and with distinctive granite and gravel. The ballast is below the ties, and then the ballast is filled in to top the ties, and extends on either side for 1/4 feet from the center of the track. One point about this is that it is utterly impossible for the train to slide or to slide, and the longer the ballast remains down the tighter it settles until the ties are held practically in solid rock.

WONDERFUL TUNNELS.

The tunnels, many of which are

through solid rock, are marvelous. The normal dimensions of the solid rock tunnels excavations are 15 feet in width by 24 feet in height, the crown being a true semi-circle. The clearance height above the rails after ballasting the track is 22 feet.

There are no great problems involved in the bridging and trestling. Standard steel trusses with concrete foundations will be adhered to throughout in all permanent structures.

The main line excavations are 22 feet in width in earth and 20 feet in width in rock, with sloping sides according to material, the earth embankments being 13 feet wide and the rock hills 16 feet wide.

The present line across the mountains is known as the "temporary line," for eventually there will be a five-mile tunnel driven through the mountains two miles above Tolland, and that will not only shorten the distance by 15 miles, but will also permit of hauling extra-heavy freight and passenger trains. However, the present line over the mountains will always be used for excursions and special parties, as it affords one of the most remarkable scenes ever unfolded by a railroad. The main range tunnel will be wholly for saving time and for the operation through of limited trains and freight trains.

The opening of the Moffat road means much not only to Denver but to the entire state of Colorado and the country at large. In this state it opens vast beds of lignite and anthracite coals; oil fields abound, and copper, lead, iron and gold and silver properties are in close proximity to the road, but have never been developed because of their distance from railroads, this frequently being from 150 to 200 miles, while the Moffat road will pass within, frequently, a few hundred feet of them.

NEW CATTLE COUNTRY.

It is a vast cattle country, too, and already the Moffat road is handling three and four trains of cattle from Arrowhead into Denver daily, and is carrying out a like number of trains of cattle to be fed in Middle Park and adjoining parks, sheltered by the mountains and where the range is continuous. There are innumerable hot and medicinal springs along the route, and several resorts are already planned to be built.

Experts have reported that the road will do much for the other ever constructed west of the Missouri river, in that the Moffat road will have sufficient tonnage in the beginning to more than pay operating expenses, and this has been borne out by the construction thus far, the tonnage now leaving a balance in the treasury.

The passenger business this summer exceeded the expectations of the company. The road during the tourist season operated only to Tolland, and yet its passenger revenue amounted to about \$40,000. This amount will be more than doubled the coming year, when the train will be operated through to Hot Sulphur Springs.

The coal tonnage alone will, it is estimated, pay for the operation of the road. On the eastern base of the mountains there are two coal fields of lignite, while on the western slope is the Yampa field of lignite and anthracite and lignite bituminous. This field is 900 miles square. That seems unbelievable, but the experts have so reported it to the company. The veins are 75 feet in thickness. This field will be plied by the road the coming year. The headquarters of the Moffat road are in Denver.

NEW TRAIN.

Rock Island Puts on a New Schedule in Connection With D. & R. G.

Announcement is made at the Rock Island offices of a new schedule which went into effect this week, whereby a new train starts from Colorado Springs in connection with the eastbound Rio Grande. The changes on the new card are as follows:

No. 1 will leave Pueblo at 8:30, and Colorado Springs and Denver at 10 o'clock each, arriving in Chicago on the 10th.

No. 10 leaves Pueblo, Colorado Springs and Denver on old schedule, but runs through to St. Louis.

The next train, No. 16, starts from Colorado Springs at 8:05 p. m. and Denver at 7:50 p. m., arriving at Kansas City 5 o'clock the next morning, and St. Louis the following morning at 7 o'clock.

GRIEF AT MILFORD.

Deep and Abiding Gloom Over the Action of the San Pedro.

The railroad company has finally closed the deal and bought the water at Black Rock of Walter James. Not knowing officially what the intentions of the company are, respecting the improvements there to be made or their magnitude, we refrain at this writing from anticipating. Just what effect it will have on the future of Milford as a railroad station we are not prepared to say. One thing is certain, the trains, in any event, will continue to stop long enough to let passengers on and off, they will also handle the mail without the use of a crane, if that be any consolation.—Milford Times.

Rowe Goes to Pocatello.

G. C. Rowe of the engineering department of the Salt Lake Route has resigned to accept a position in the office of Supt. Manson at Pocatello. The vacancy occurred through the resignation of E. M. Robertson, who leaves the employ of the Oregon Short Line to return to his home in California.

SPIKE AND RAIL.

The Denver & Rio Grande announces a dividend of 2 1/2 per cent on its preferred stock.

B. H. Bryan has resigned as chief en-

gineer of the Colorado Midland. The change is effective Jan. 1.

All railroad offices observed holiday hours today while the general offices of the Oregon Short Line and Rio Grande were closed.

The passenger departments of the Utah roads report one of the heaviest Christmas movements of travel in the history of railroading in the state.

Engineer Brown of the Salt Lake Route cleaned up the ballasting of the Leanington cut-off just in time to smile at the snow and cold