SUB-CONTRACTORS ARE NOW ARRIVING.

Grading Outfits Daily Passing Through Grantsville-Contracts For Forage and Supplies.

NEW DEVELOPMENT ON COAST.

George Gould Already Building His Line From San Francisco to Los Angeles to Fight S. P.

Grading outfits of sub contractors have been passing through Grantsville this week on route to their assigned sections on the grade of the Western Pacific. The first outfit went through on Tuesday and consisted of 16 wagons and 30 residents of Springville. Among those who are contemplating taking subcontracts and are going over the ground to Bishop John Russell of St. John's, Rush Valley, who proposes to undertake five miles of grading between undertake five miles of grading between the big spring at the point of the moun-tain and Hog's Back, about 15 miles northwest of Grantaville. Mr. Flind-ers, a Grantaville merchant, has placed orders for 400 tens of hay to supply the camps in the vicinity and has also secured the contract to furnish provisions for the men. The residents at Cirantaville are elst-

ed over the coming of the Western Pa-cific, and the demand for all their su-plus produce, which has already set in. While the road will not pass through be nearer than the Salt Lake Route by about half the distance. The survey passes Grantsville to the north some

5½ miles away.

As things are at present, Grantsville is not greatly emilten on existing rational facilities. There are no accompany road facilities. There are no accommodations for passangers and freight at Media, the nearest point of the San Pedro from Grantsville. Passengers have to stand out in the open without shelter, and merchandise is dumped from the cars on to the Said prairie to await the arrival of the owner. Owing to this a number of articles have been stolen by tramps.

TO PARALLEL HARRIMAN ROAD.

While active construction has commenced in Utah this week on the Western Pacific, George Gould is said to be equally alive in California. According to today's Associated Press dispatches from San Francisco, a special dispatch to the Examiner from Los An-

George Gould is already building his line from San Francisco to Los Angeles, which will form a portion of his Western Pacific system.

Where his efforts are to be seen in in the construction of the Bakersheid & the construction of the Baleisheid & Ventura raliway, now being built from Oxnard, in the direction of this city. The line is supposed to be for an electric road, but is being constructed with heavy steel, of standard gauge, so that it can easily be operated as a steam road. It was rumored that Henry T. Oxnard was being this enterprise, but this has been officially denied.

From an authoritative source, the

From an authoritative source, the statement comes that the road is a part of George Gould's plan to practically duplicate the Southern Pacific system in California.

NEW STOCK YARDS.

Sair Lake Route Announces Completion

The traffic department of the Salt Lake Route announces the completion of some up-to-date stockyards at Las Vegas. The yards consist of 10 big pens, each furnished with adequate watering facilities, and combined will hold about 25 carloads of stock. Considerable stock is being shipped out of the section and the new yards fill a want.

HARRIMAN VS GOULD.

Southern Pacific to In ade Rlo Grande Territory Into Denver.

The Southern Pacific is preparing to invade Rio Grande territory at the east end of the system, presumably in retallation or the move in Western Pacific ation or the move in Western Pacific at this end, is the word brought from Denver by a local railroad man, who has just returned. According to his story there are several crews of enginees in the field working on a line to parallel the Rio Grande from Durango to Denver. The survey from Durango to Canon city has been completed, and engineers are now engaged in running a line from that point into Dever. With this line built the Harriman roads will be able to swing a circle around Denver and Colorado generally. ver and Colorado generally.

ver and Colorado generally.

This announcement throws some light on the feverish haste shown by the Rio Grande in completing and opening the branch line out of Durango to Farmington, and the announcement made a few days ago by Vice Prest. Schlacks that the Rio Grande intended to build that the Rio Grande intended to build a standard-gage line to Creede to connect with the standard gage system.

Hidden back of this annotacement is the fight to a finish of Gould and Harriman. It means that the Rio Grande must continue its Farmington line toward El Paso to grasp the Mexican business, and that the Southern Pacific knows this move and seeks to forcetall it by building into Denver. It means practically two roads between Denver and Mexico.

WRECKS IN WYOMING.

Chapter of Fatal Accidents on the Color rado & Wyoming R. R.

(Special to the "News,") Guernsey, Wyo, Sept. 19.—Late reports from the scene of the fatal wreck on the Colorado & Wyoming railroad, near here, show that the runaway car loaded with iron ore got away from the engineer and fireman of the yard

FRFE BOOKLET ON BRIGHTS DISEASE AND DIABETES.

We desire to place in the hands of those afflicted with Bright's Disease or Diabetes a 36-page pamphiet that is saving human lives. It is not an ordinary pamphiet, but is principally made up of reports of scientifically conducted tests in a large variety of coses, showing a percent of recoveries in these hitherto incurable diseases.

This hookiet is for thoughtful people—people who can discriminate between common patent medicine literature and a carefully prepared report of a patient, serious and profoundly important investigation.

ration.

The specifics employed in these tests are known as the Fulton Compounds and the results obtained prove conclusively that these dreaded diseases so long fatal have at last yielded to medical science. The pamphlet is free F. J. Hill Drug Co., Local Agent, Salt Lake.

When to suspect Bright's Disease-weakness or loss of weight; puffy ankles, hands or cyclids; lidney trouble after the third month; unine may show seilment; failing vision; drowsiness; one or mere of these.

In Dishetes the distinguisher features.

"I GUARANTEE TO GROW HAIR."



Cut Out This Coupon

Cincinnati, Chie, enclosing a 2-cent stamp to beig cover pustage.

1 have never tried Foso Hult and Scalp Hemedy, but if you will send me a trial package by mail, prepaid.

crew at Sunrise while they were moving a string of cars in order to clear up a wreck that took place in the Sunrise yards earlier in the day, and in which Brakeman Burt Mattelle received a crushed foot and broken leg. The crew was moving a string of cars down the grade when one jumped the track and was partly demolished. Martelle was riding this car and was brown under the wreakage. The car that got away while the engineer and fireman were attempting to clear up the wieck, ran a distance of five miles down a mountain grade and crashed into be Guernsey-Hartville tuncton attached into the Guernsey-Hartville tuncton attached into the Guernsey-Hartville tuncton attached into the Guernsey-Hartville rew at Sunrise while they were mov

tive miles do ... a mountain grade and crashed into be Guernsey-Hartville junction factor modation train, which was staming at the water tank near down. The train crew and passengers did not have time to seek places of safety and all were caught in the caboose, which was telescoped by the

Briggs and Mrs. A. W. Conductor Briggs and Mrs. A. W. Ladd were killed outright, the brakeinan. Charles Meyers, received a broken leg and other serious injuries.
Corener Murray should have arrived
here at noon to hold an inquest, but
a wreck on the Cheyenne & Northern
near Chugwater has delayed him. The
remains of Briggs and Mrs. Ladd will
be shipped east for burlal,

COAL BELT FILES MAPS.

Route of the Milner Road Now Recorded In Land Office.

Four maps setting forth the route of the Coal Belt Railway company were filed in the United States land office this morning. The maps are signed by S. B. Milner, president of the company, and Fred P. Jacobs, engineer. The and Fred P. Jacobs, engineer. The maps show the proposed railroad to the Carbon county coal fields to be \$8.835 miles in length. The line starts from the junction with the Salt Lake Route about one mile out of Spanish Fork. From the town of Spanish Fork it will run up Spanish Fork canyon east to Tie Fork, and then up Indian Creek and on across Soldier Summit. Thence it goes through the Emima Park country to the coal fields, where Col. Milmer has several mines and large holdings.

ings.
The estimated cost of the road is \$1.own and operate coal mines, S. B. Mil-ner is president; Archibald C. Milner, ner is president; Archibaid C. Milner, vice preident; Harrison E. Jenkins, secretary; and they, with Frank Knox, president of the National Bank of the Republic, and Clarence E. Milner constitute the board of directors. Each of the directors is shown by the articles to have subscribed 10 shares of stock and in addition to this S. B. Mil-ner, as trustee, holds 49,950 shares.

HERO OF RENO WRECK.

Story of How Word of Disaster Was

Sent to Dispatcher.

San Bernardino Sun: R. S. Julian, the Southern Pacific ticket clerk of this city, who proved himself the hero of the Reno wreck last week, arrived at home with his family yesterday from the extended northern trip. He will take charge of his new position at the Riverside station this morning and as soon as possible remove his family to the new location.

Mr. Julian was yesterday receiving the congratulations of his many friends on his herofam shown at the Reno wreck, but he modestly spoke of the incident in reply to inquiries as though it were an ordinary affair.

From the story published in the Newnda State Journal at Reno, a copy of which was placed in possession of the Sun yesterday by E. M. Thompson of this city, and the details as given by Julian, his feat was even more wonderful than the press dispatches

wonderful than the press dispatches Julian and his family were in the

Julian and his family were in the rear car of the wrecked train when the smash came, they being badly shaken up with the other passengers of the train. Julian climbed out and took in a survey of the situation, seeing that there was need of getting word somewhere for help. He climbed the mearest telegraph pole and cut the wire, and using a piece of wire he found near the foot of a pole he spliced out the ends so as to bring them together when standing on the ground.

He then tupped off the words on the ends of the wires, "wreck, week, wreck, help, help, help. He knew not where it went but it was heard by the disputcher's office at Sparks. He felt the current pass through his body and knew the message was being answered but could not eatch the words.

of knew the message was being anered but could not catch the words,
he message for help was repeated,
gain a reply was felt, but not dephered. He then sent the message,
'an you send help?" and gave the lotion of the wrock. Then came the
ply, he reading the electric shocks
they passed through his body,
they passed through his body,
they insmediately."

"he State Journal says that Ju-n got the full force of the current on a wires and that he suffered fright-ly, his body being in convulsions, arms twisted, and his face showing

hat he was suffering. Yet he stood it it without complaint. Julian admits that the current was Julian admits that the current was pretty strong, drawing his arms up double. He says he never knew how to read a message off a broken wire without an instrument, and accidentally discovered how to do it by the current reasing through his body.

The superintendent of the division came out with the wrecking train and highly complimented Julian for his heroic act. There was an instrument in the superintendent's car which was hitched to the broken wires and Julian was then kept busy for some hours sending out messages, both official and

sending out messages, both official and private, from the wreck.

SPIKE AND RAM.

In Diabetes the distinguishing feature is.
In Diabetes the distinguishing feature is.
Weakness with great thirst and at times for Los Angeles last night over the Sait Lake Route.

E. Drake and Geo. Bible of the Rock Island passenger department return from Denver tonight.

General Superintendent E. Bucking-ham of the Oregon Short Line, has gone to Omaha on a brief trip, To Prove It, I Send a Trial Package

Assistant General Passenger Agent D. S. Spencer of the Short Line has gone to Twin Falls on a business trip. Vice President and General Manager W. H. Bancroft of the Oregon Short Line is on the Twin Falls branch to-

Effective temorrow the new equip-ment in the Overland Limited will be in service on the Chicago & Northwest-

George L. Alley, general baggage agent for the Oregon Short Line, has gone to Sparks on a business trip over

his new territory. General Freight and Passenger Agent Gillett of the Salt Lake Route passed through Salt Lake this morning on

his way to Chicago. All trains from the east over the Ric Grande are indefinitely late today, owwest of Green River.

Traffic on the Sunnyside branch to-day is delayed by a washout. A big force has been dispatched to the scene and the necessary repairs will be made by tonight. W. O. Jones, the Ogden labor agent

has opened an office here with G. J. Fernes of Ogden in charge. Jones exerts to get in on the Western Pacific

According to the Los Angeles Times, the Salt Lake Route is contemplating crossing the river into the business section of Los Angeles, and may eventually run trains into the Arcade depot. Kenneth C. Kerr, traveling passenger agent for the Salt Lake Route, has returned from a three-weeks' trip to British Columbia and the leading cities

in the three coast states in the interest of advertising his road. J. M. Fulton, division freight and passenger agent at Reno, is in Salt Lake today consulting with Messrs, Reeves and Burley regarding his dutles. During the reconstruction of the Carson & Colorado road Mr. Fulton

was superintendent in charge. According to rumors in San Francisco W. R. Scott, who was recently taken by Mr. Calvin to the coast from Ogden as superintendent of the Southern Pacific's Western division at Oakland, is to be made assistant general manager of the company, with headquarters to San Francisco. ers in San Francisco.

In attempting to freeze out the Vir-In attempting to freeze out the Virginia & Truckee railroad, the Oregon Short Line, which owns the Hazen cutoff, and the Nevada and California lines, in interfering with the mail and express service to the great inconvenience of the people and the Carson business men intend to appeal to the postal authorities to have the trouble remedied. Reno and Tonopah business men will be urged to assist in presenting the matter to the government authorities and as these two places are also suffering from the present mail also suffering from the present mail service they will probably join with Carson in the matter.-Reno Gazette. -

Old Dutch china at Z. C. M. I. See it.

FODAY'S REALTY TRANSFERS

A plomon A. Rider to I. N. Hahn, by lot pt 18, 1, 5-a A people M. Kenrsley to Edward S. Kenrsley, 16-17, 1, East Park, ilizabeth A. Davis to Maggle Mosher, 21-x712 rds ne fr 12 rods of nw 5, 37, B. Spelgrove, to A. Prod dward S Snelgrove to A. Fred Wey, 155x33½ ft nw fr 82½ ft w of se 2, 30, B

nt l. 7, 2s, le
tthur W. Woodbury to MarySwanson, lot 40. Woodbury sub. . .
ujamin F. Brown to William J.
Horne, 10, 315 rods nw fr 415 rods w of se 2, 61, A. 10
Charles J. Bowman to C. Esterbloom, 110x48 1-8 ft nw fr 110 ft n of se 2, 2 B. 1, 1,509
Descret Savings Bank to A. Fred Wey, 1508x394 ft 3, 71, A. 8,000
William J. Halloran to A. Fred Wey 15 int 330x784 ft nw fr se 3, 25,400

Agonizing Burns

are instantly relieved, and perfectly healed, by Bucklen's Arnica Salve. C. Rivenbark. Jr., of Norfolk. Va., writes: "I burnt my knee dreadfully; that it blistered all over. Bucklen's Arnica Salve stopped the pain, and healed it without a scar." Also heals all wounds and sorts. 25c at Z. C. M. I. Drug Dept. -

THE GAME OF PENALTIES.

Watched from a certain angle, the affairs and business of daily life resemble a game which might be called "PENALTIES."

Those players who are most alert, most adept, who have sharpest wits, rarely pay a "penalty;" while the care. less players are constantly "paying

There are no set rules in the game of "penalties." It is a mere matter of "blundering and paying the fines."

Take the case of the man who buys a horse—knowing little about horses, and less about what they should cost, he pays about twenty-five dollars more than he would have needed to pay for than he would have needed to pay for the animal. He never read the ads of people who had horses to sell, and, n effect, his \$25 penalty paid for this

neglect.

Another man owns a house, and rents it to the first inquirer who has sought him out since he put up the placard, the is not quite satisfied with placard. He is not quite satisfied with the man's responsibility, and is a little reluctant about knecking off a few dollars from the already low rent—but there is no other tenant in sight, and he accepts the doubtful one. His "penalty" is the eventual loss of two months' rent lacome, the cost of repapering the house, and of making many repairs—all of which he could have avoided by spending a dollar or two in the first place for "To Let" ads, which would have placed prospective tenants Its COMPETITION for his house, and would have enabled its house, and would have enabled in to "take his choice."

his house, and would have enabled life to "take his choice."

The housewife blunders into "paying penalties" by asking her neighbor's servant to secure a servant for heresome "friend of hers." She gets a "breaker," and for most of the month variches the gradual destruction of chi a and despoiling of household, "protty things." She pays her "penalfies" because she gave herself no room for CHOICE in selecting a servant—virtually delegating the selection to someone else. A "Help Want" ad, run for a few days, would have changed the affar from that of a lot of servasts hunting the place—which is a very different thing.

The person who works for too small vages, who pays too high rent, who "gives away" things which have a market value, or that could have been exchanged for more useful articles—that person is always a loser in the game of "Penalties," and wholly because he doesn't resize the nature of the game.

Old Dutch chim at Z. C. M. L. See it.

CONFIDENCE THE DOMINANT NOTE.

Fall Openings Largely Attended, While Lower Temperature Stimulates Retail Trade.

MANUFACTURES ARE ACTIVE

Faith in Future Shown by Placing of Orders for Distant Delivery.

New York, Sept. 29. - Dun's Weekly Review of Trade says:

Lower temperature stimulated retail trade and fall openings are largely attended, but the weather is not cold enough to menace late crops that are maturing early. Certainty of a successful season on the farms contributes more than any other single factor to the confidence that is felt in all sections of the country.

Comparatively little new grain has been marketed thus far, which is largely due to the planting of winter wheat and other cereals for next year, that are unusually extensive, Manufacturing activity is well maintained, the leading industries having contracts assuring little idle machinery during the balance of the year, and it is expected that more business will be carried over into 1900 than at the opening of any previous year. The growing disposition to place orders for distant delivery testifies to the well-nigh implicit faith that a setback was not expected. Railway traffic reports suggest that more rolling stock and locomotives could be used if obtained, as is the custom at this season, and gross earnings and other cereals for next year, that are

could be used if obtained, as is the custom at this season, and gross earnings thus far reported for September surpass last year's by 1.1 per cent, which in turn were 6.5 per cent greater than those of 1903. Foreign commerce at this port for the last week shows gains of \$3,165,874 in value of merchandise exported and \$2,958,392 in imports, as compared with last year.

Money is a little firmer, but there is no stringency and gold imports were checked by higher rates of foreign exchange. Merchantile collections improve as the season advances. Heavy receipts of cattle at Chicago and other western markets do not weaken the hide market, packers maintaining full quo-

market, packers maintaining full quo-tations because of light holdings by tanners. Foreign dry hides are reportr firm, offerings being limited.

New England manufacturers of foot-

wear are still somewhat conservative regarding the acceptance of additional spring orders, notwithstanding a still firmer leather market, although many wholesalers are inclined to accept suplementary orders. Failures this week number 240 in the

nited States, against 223 last year, and In Canada, compared with 18 a year

PACKERS LOSE IN THE FIRST ROUND

Plea in Abatement to Indictment Against Them Overruled by Judge Humphrey.

WILL FILE BILL OF EXCEPTIONS.

Demurrer Also to be Filed Attacking The Whole Face of the lastraments.

Chicago, Sept. 29,-Federal Judge Fred J. Humphrey today sustained the demurrer filed by United States Dist. Atty. Morrison to the plea in abatement made by packers seeking to have indictments for alleged restraint of trade declared void. Judge Humphrey said he made his

decision on broad grounds without taking into consideration technicalities which the government advanced against the plea in abatement. It is likely that the jury for the trial

will be drawn about the middle of Oc-

tober. After the decision had been given the defending attorneys tried to amend the fourth plea by the insertion of the word "for." This met with resistance from the district attorney, but the court promised that if the law was clear on the point he would allow it. The government is said to fear a trick in the insertion of the one word. The dis-trict attorney moved that the defendgats plead to the indictment.

It was announced that a demurrer is to be fined by the packers, attacking

judge and there was no return of the indictment.

The court surprised almost every one In court when he read from President Roosevelt's message in the Congressional Record of last November, in which it is declared that Judge Bethea was appointed as a successor to Judge C. C.

court to the circuit court. This prome, tion gave Judge Bethes the right to accept the return of an indicament verse in the old district.

M. Witte Created a Count. appointed as a successor to Judge C. C. St. Petersburg, Sept. 50. M. Why. Kohlsant, promoted from the district has been created a count.



MARY THOMPSON RICHARDS.

The funeral services of Sister Mary | It was announced that a demurrer is to be fined by the packers, attacking the face of the entire indictment as far as defects and insufficient allegations are concerned. The defendants were ordered by the court to plead next. Thursday morning, the pleadings to be taken up on argument before Judge Humphreys by the following Monday, In the meantime a bill of exceptions is to be prepared by the defendants to the ruling made by Judge Humphreys today. Exceptions were taken by all of the defendants to the court's ruling on every count in the plea. This was for the purpose of appeal after the trial.

One of the points in the pleading which attracted considerable attention and which the court declared had given him some difficulty was in regard to the right of Judge S. H. Bethea to receive the return of the indictment. It was argued by the defense that he was sitting in the eastern division of the northern district of Illinois and received an indictment voted in the Northern division of the northern district of Illinois. The district attorney declared that if the law of March 3, 1905, which created the position now held by the ludge and also rearranged the district was construed against his contentions, there was no court and there was no Thompson Richards, whose death oc-curred Sept. 10, 1905, and was chronicled in

In 1860 she went to live at Farmi last liness, 12 weeks prior to presiding over the sister we most of the time for 20 years.

mest of the time for 20 years.

Her funeral was largely altended by loving and appreciative kindred and friends from different places. The speakers were Brothers Thomas Margan of the presidency of the Logan Temple, Levi Wand George F. Richards, Melvin Ballard and Jacob Miller, all of whom testified of her faithfulness and true womanly worth. The singing rendered was truchingly appropriate and beautiful. Brother Ballard who came from Legan to altend the funeral, sang. "I Know That My Radeemer Liyes," in compliance with a raquest which had been made by Siste Richards. Brother W. O. Robisson, tie by request, sang, "I Know My Hagand."

Facsimile Bottle



COTRY 1799

Try it! Try it! just the thing Makes the little children sing Makes the old men stand up straight Good for Mary, Susan, Kate Everybody do not fall, Try it now. Our KOKO-ALE.

We have been manufacturing soft drinks for the public in Utah, Idaho, Montana, Nevada, Wyoming and Colorado for a good many years, and all our products are and have been not only absolutely pure, but also the best made in the United States. There is no magic in the words "Coca-Cola." This drink is no better, no more beneficial to the health than any one of several that we

In the early part of the year 1904 we discovered a formula for the manufacture of what we call Koko Ale, and ever since then our product of this beverage has been on the market. It contains no drug, no deleterious substance, and the ingredients are absolutely pure and unadulterated, not at all harmful, but healthful. It is not offered nor placed as a substitute for the so-called Coca-Cola because it is a far better and more healthful beverage than Coca-Cola is or ever will be. It is not offered to the public as "just as good." It is offered as far better than any Coca-Cola ever manufactured. There is no caffeine or other drug in Koko Ale. We regret that Coca-Cola is so similar to Koko Ale in flavor and taste because people are apt to be misled into buying the inferior article for Koko Ale.

We are scrupulous in our dealings with the public, and have always been. If you don't know or doubt this, ask any business man in Salt Lake City and satisfy yourself on that point. It is always possible to make a product better than an existing article; we have done so. Watch the papers and see who does the hollering.

The public will confer a favor on the Salt Lake City Soda Water Co. by sending to it the name and address of anyone passing a substitute as Koko Ale, and the Company will take the necessary legal steps to prevent its repetition.

Salt Lake City Soda Water Co., Manufacturers.

Salt Lake City, U. S. A. Sec. Trees, and Manager.

W. J. McIntyro,