

VAST SCHEME BEING TRIED

Refrigerator Traffic of Harriman Lines Now Handled by Companies' Own Cars.

LARGELY EXPERIMENTAL.

Dalt's Last Legislature Made it Possible for Railroads to Control Special Carrying Concern.

Beginning October 1, the refrigerator traffic on the Harriman lines, including the extremely heavy transcontinental fruit traffic, is being carried entirely by the company's own cars, 5,000 of which have already been delivered to the Southern Pacific, with 1,000 more to come, the total cost of the equipment being approximately eleven millions, says the railroad gazette. This is the most interesting immediate outcome of the recent Congressional action making the private car lines common carriers. The Armours formerly supplied the Harriman lines.

It was brought out in testimony that the Armour interests owned some 14,000 refrigerator cars and rented them at a mileage basis of three-quarters cents per mile, going and coming, with a further amount on the basis of the Southern Pacific that the Armour Car Co. company, should furnish 5,000 or such number as might be necessary to secure to the fruit shipping agents of California a sufficient number of combined ventilator and refrigerator cars for the transportation of fresh fruits and vegetables from California to the eastern states. In return for which the Armour interests were given the exclusive privilege of purchasing the refrigerator equipment, so long as it complied with these conditions. Because of the disparity between the volume of deciduous fruit shipments during the summer months and that of citrus fruits during the winter months, the Southern Pacific company had believed it would be unwise to provide cars of its own for carrying fruit and accordingly had title for a good part of the year. In the Armour organization, as seasons in different parts of the country were utilized to strike a balance, and cars not needed in the California trade could be sent temporarily to Michigan, Texas, Georgia or elsewhere, as the need might be.

OUT FOR THEMSELVES.

The Harriman lines have now bought a third more cars than the entire number formerly furnished them by the Armours, at a cost more than double that which was testified to in 1905, all prohibitive, and it will be a traffic question of great interest to note how the experiment works out, and whether work for the cars can be found all the year round in the Armour territory. If not, refrigeration must either provide for the dual season, or the cars must be sent out in competition with the Armour cars, and subject to difficulty in dealing with any kind of exclusive contracts to which one season fruit roads, like the Pera Marquette, may have been able to bind themselves under the new law.

DIFFICULTIES NOT SERIOUS.

But it may be assumed that these difficulties will not prove very serious, according to the 1905 testimony, the total number of refrigerator cars in the country at that time was about 50,000, and the demand had grown to exceed the capacity of the of the tremendous growth of the California fruit industry. It may be hazarded that the present supply of cars will not exceed the present demand, and that mutually satisfactory adjustments can be made. Shipments of California oranges, lemons and grapefruit for the season now closing aggregate nearly 30,000 carloads. Deciduous fruit shipments have also made a high record for the season. Moreover development of an all-the-round fruit crop to meet the eastern demand for the fruit has not carried out so successfully that now there is hardly a day in the year in which orange shipments are not made. On account of the increased acreage coming into bearing, it is estimated that the citrus fruit shipments from California during the season beginning Nov. 1 will reach 35,000 cars. Preceding before fruit is loaded into cars is being resorted to on a greater scale than ever, and thus in the result a considerable quantity of fruit and melons that are now spoilt in transit will reach the eastern market in good condition. The Southern Pacific is erecting three ice manufacturing plants for its new refrigerator car service to avoid the possibility of an ice shortage such as has happened in past years, causing loss to the fruit shippers.

UTAH SETTLED DOUBTS.

The refrigerator car business on the Northern Pacific will be carried on by the Union Pacific, a company controlled by the Union Pacific and specially organized to take over the traffic formerly handled by the private refrigerator lines. Some doubt had existed on the right of the Union Pacific to do this, but the legislature cleared up the last session of the Utah legislature. At that session a new railroad law was passed codifying the laws previously accorded to the railroads, especially under the laws of the state the right to own express and refrigerator lines.

Mr. Hartman has been quoted to the effect that the lines in his system would hereafter be able to give an enlarged and better service and that earnings would undoubtedly be increased from that source. "Whatever they the Armours made, we will make," he said, but he left unsettled the question whether this was to apply to profits made wholly on his own lines or not.

BACK TO JAIL AGAIN.

George Long Accused of Robbing Italian and Carrying a Gun.

George Long, claiming to be a belliger-inker, was released yesterday morning from the county jail where he served a three month's sentence for the theft of a watch. Shortly before noon yesterday afternoon he was back under arrest by Officer Gulworth and landed in jail on the charge of assault and the theft of \$5. He will also be charged with carrying a concealed weapon.

A man named Dunbar complained to police that Long had assaulted him and Sultan declared that the man had stolen \$5 from him. Both com-plaints identified Long as the man who committed the offense.

The police believe that had Long been at liberty last night a series of holdups would have resulted.

SUCCESSIONS TO BURNS.

Four-Year-Old Daughter of Mr. and Mrs. Braffet Dies at Hospital.

Zaida, the 4-year-old daughter of Mr. and Mrs. M. P. Braffet, of 907 First Avenue, died yesterday at Holy Cross



The question of dollars and cents is very important when buying Shoes-Quality-Style, and comfort, are fully as important, you get all these in "Money Back" Shoes or your "Money Back."

DAVIS SHOE CO.

Hospital, from the effects of burns received Sept. 14. The little one was playing with a lantern that she had picked up on the day mentioned, when it exploded and her clothing was ignited.

Mrs. Braffet was in bed, suffering from burns that she herself had received in an explosion of gas, but before the child's screams, the mother dragged herself from bed and went to her rescue. The flames were soon extinguished, but Zaida was so terribly burned that she had to be taken to the hospital, and there she suffered till the end came. The funeral will be held at 2 o'clock tomorrow, from the family residence.

No home is so pleasant, regardless of the comforts that it may afford, as when the entire family is in perfect health. A bottle of Orino Laxative Fruit Syrup costs 10 cents. It will cure every kind of trouble, the family of constipation, sick headache, stomach trouble, for sale by F. J. Hill Drug Co., "The Never Substitutes."

WE DO JOB PRINTING and the kind of job printing that everybody wants who wants good work. The Deseret News.

DISLIKES CURLY HEADS.

Mrs. Bradley Wants Straight Haired Men, Only, on Her Jury.

Following the announcement several days ago that a subpoena has been issued for Judge H. P. Henderson of this city as witness in the trial of Mrs. Annie M. Bradley, indicted for shooting Senator Arthur Brown, it is now announced subpoenas will be issued in a few days for Dr. E. W. Whitney and M. M. Knight of Salt Lake, Mrs. J. F. Swanson of San Francisco, Mrs. J. C. Davis of Denver, and Mr. David Utter of Denver.

The defense will be, it is said, that of emotional insanity. By the witness for the defense, Mrs. Bradley and her lawyers hope to show the jury Mrs. Bradley was mentally irresponsible at the time of the shooting. She will attempt to show that on account of events leading up to the tragedy her mind was totally upset and unbalanced, while in this condition she fired the shot that brought death without being able to distinguish wrong from right.

A peculiar wish expressed by Mrs. Bradley regarding the selection of jurors is that she wants no curly-haired men to take her fate in their keeping. The trial will be held Nov. 11. Mrs. Bradley appears to be in good health.

BOSS BARBERS ORGANIZE.

Association Formed Among Tonsorialists for Promotion of Fellowship.

A Boss Barbers' association was formed last evening at a meeting held at 24th South State street, the objects of which are to promote fraternalism and good feeling among the proprietors of tonsorial establishments. Matters affecting the craft will be considered and adjusted from time to time.

An item taken up last night was the increase of minimum wages for journeymen from \$15 to \$15.50. Following are the officers of the new organization: President, J. L. Karr; vice president, W. C. Stockington; secretary, Frank Knowlton; treasurer, John C. Hansen; executive committee, J. N. Haslam, George Tostevan and Frank Estack.

TO DEDICATE CHAPEL.

Impressive Exercises Being Prepared For Event Next Sunday Evening.

The new ward meetinghouse at Waterford will be dedicated Sunday evening at 6:30 o'clock. A most excellent and impressive program has been prepared, including speaking and musical events, and the first presidency of the church, the stake council and other officials of the church will be present, and every effort is being made to make of this one of the most interesting Church events of the year.

GONE TO MEXICO FIRST.

He is one of the best known railroad men in the country and his name is a familiar one in Colorado. The news that he has been given a lucrative place in the A. S. & R. family will be good news along every main line and branch in both states. One of the first things Mr. Richards will do for his new employers will be to make a trip down into Mexico on business. He leaves on this journey tomorrow, thus leaving the office of the Denver & Rio Grande. The office of Mr. Richards will fill here for the smelting company is practically a new one, having been made absolutely necessary on account of the volume of business done by this concern. As he kept his coming appointment a total secret, this will be a surprise to those who have been meeting with him almost daily. While they will be sorry to see him leave the Row, they will be glad that his ability has carried him still further up.

OCT. 25 RAILROAD DAY.

SHE QUIT.

But It Was a Hard Pull.

It is hard to believe that coffee will put a person in such a condition as it did a woman of Apple Creek, O. She tells her own story.

I did not believe coffee caused my trouble, and frequently said I liked it well I would not, and could not quit drinking it, but I was a miserable sufferer from heart trouble and nervous prostration for four years.

The tracks of the railroad were just nine miles out of Goldfield at 10:45 yesterday night and steel has been laid since the rate of over a mile and a half a day. Saturday saw 9,000 feet of track laid. The road will be in Goldfield by the 15th, and the branch will be in commission within 10 days after. The formal opening will be the first big event in the history of the branch.

The Goldfield Athletic club, chamber of commerce, stock exchange, and other business and social organizations are joining forces in the preparation of the program. The "last spike" will of course mark the formal completion of the road. A reception and other events will occupy the evening while the spike-driving ceremony and general jollity will fill the day.

The track will be double from the point of the passenger depot and along the freight depot some distance away eight tracks, long enough to accommodate 250 cars exclusive of spurs, will be provided. The freight yards will be completed before construction of the permanent freight and passenger depot is commenced, and material will have to be brought in and assembled at Goldfield. Work on the freight depot will be started first as a result as material for the

Judge Diehl's Terrific Encounter With Marauder

"The Judge and the Mouse" or "Why Judge Diehl Limps" might serve as a title to a story of a desperate encounter between this honor and a vicious mouse which invaded the judge's sleeping apartments last night. The facts looked out after Judge Diehl had been asked about a thousand times the cause of his lameness.

"Bore corn," was his reply at first. Finally, in a burst of confidence he told a friend all about it—or nearly all. His lameness was caused by his skin coming into terrific and sudden contact with a piece of furniture.

The trouble happened about midnight when Mrs. Diehl screamed that a mouse was in the room. The next thing to do was to capture the mouse and this his honor volunteered to do. He armed himself with a broom and began the deadly struggle. It skipped about from place to place and when capture seemed sure would dart under the door. This happened several times. When the little creature was back for the tenth time, Judge Diehl decided to stop all the exits with batonets, rug and clothing. Up to this point he had been unable to get within striking distance of the mouse, but he threw a blanket at it and then fell on the blanket.

"I've got him now," cried the judge. He had the mouse—not, as it wriggled

out and started on another tour of the room. Then his honor made a vicious kick at the little rodent but struck a piece of furniture instead. The vertebral injunction, "never sit at all," was entirely forgotten for the moment.

By this time the judge was breathing hard and in a mood to kill. Clutching the broom again he once more started after the mouse.

"BANG, bang, crash!" Down came a picture from the wall while a couple of electric light globes were smashed from a chandelier. The broom missed the mouse about three feet and the tiny animal slipped over the judge's feet. His honor emitted a yell and began stamping first on one foot and then on the other.

Abandoning the broom, Judge Diehl seized a chair. Catching sight of the mouse again he blazed away. The shot missed the mouse by mere inches. Around the room dashed man and mouse and down came batonets.

At last the judge got the mouse cornered. The end was in sight. Raising the broom for the final and fatal blow the judge muttered, "All at last." But just then a dog was barked by Mrs. Diehl, mother of the judge, who had hastened upstairs to hear the curse of all the racket and started running merrily down stairs and down the hall. The judge's condition of the room and the glare in the judge's eye, Mrs. Diehl concluded he had suddenly gone mad, but explanations were made and everyone in the Diehl household is on a still hunt for the mouse.

hospital, from the effects of burns received Sept. 14. The little one was playing with a lantern that she had picked up on the day mentioned, when it exploded and her clothing was ignited.

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ASSUMES CHARGE OF ITS CAR SERVICE AND MOVEMENT IN TWO STATES.

AN OLD TIME RAILROAD MAN.

Started in Colorado Years Ago With "Charley Griffin" and Has Been Champion Since.

RICHARDS GOES TO A.S. & R. COMPANY

Assumes Charge of Its Car Service and Movement in Two States.

R. R. EXCHANGE'S PROGRESS

GENERAL MANAGER OF THE HAUSER PACKING COMPANY OF LOS ANGELES IS VISITING IN SALT LAKE.

THE PASSENGER STATION AS PLANNED WILL BE 50 FEET BY 100 FEET, LARGEST FROM THE TRUCK DEPOT, BUT BUILT IN THE SIMILAR STYLE OF TWO-STORY MISSION AND BUILT OF CONCRETE BLOCKS PLASTERED ON THE OUTSIDE. THE WAITING HALLS WILL BE ON THE GROUND FLOOR AND THE OPERATING AND EXECUTIVE OFFICES WILL BE ON THE SECOND STORY. THE STATION WILL BE BUILT FOR THE COMFORT OF PATRONS AND EMPLOYEES TO BE MADE AT GOLDFIELD AND THE ROAD.

PASSENGER STRUCTURE CAN BE STORED WHILE BEING DRAWN UPON.

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THE DESERET & RIO GRANDE AND R. G. W. WILL HAVE CORNER OFFICES ON THE GROUND FLOOR. THE WESTERN PACIFIC WILL HAVE PASSENGER OFFICES WITH THE RIO GRANDE UNTIL THE GAUDI DEPOT IS COMPLETED. SHARING SPACE ON THE GROUND FLOOR WILL BE THE C. B. & Q., COLORADO RAILROAD, ROCK ISLAND, COLORADO & NARROW GAUGE AND OTHER COMPANIES, POSSIBLY ONE OR TWO OTHERS.

THE RAILROAD EXCHANGE IS NOW COMPLETED TO A HEIGHT OF THREE STOREYS AND THE UNFINISHED STORIES ARE NOW UP FOR ANOTHER TWO STOREYS. THERE IS A STRONG LIKELIHOOD THAT THE BUILDING WILL BE SEVEN STOREYS HIGH, AND IT IS UNDERSTOOD FROM A SOURCE, NOT OFFICIAL, BUT RELIABLE, THAT IT MAY BE THREE STOREYS HIGHER THAN THIS. THIS IS A MARK OF GREAT SIZE.

WITH THE COMPLETION OF THE GAUDI DEPOT, THE RAILROAD WILL BE ABLE TO ADD ANOTHER THREE REPAIRS IN THIS CITY.

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