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and the only way you can be certain of securing full value is to buy your screens from a house with a reputation and that a good one. We have both, and invite you to call and examine our goods. As to our reliability, ask any of our customers.

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Shop made goods are in a class by themselves. We can also furnish and install the job-lot kind where cheaper work is desired. We do all kinds of Millwork and building.

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Where Do You Live?

Never mind where—distance or direction does not matter if you have a telephone. Call our number, tell us your wants, and we will send you the goods right away. We have a service that always satisfies you, saves you time, trouble, and worry, and costs you nothing extra. Isn't it worth utilizing?

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H. ROBERTS, Proprietor.

FIVE MILLIONS FOR UTAH IMPROVEMENT

DENVER AND RIO GRANDE DOING THINGS LOCALLY.

Fifty Miles of Double Track in Carbon and Utah Counties in Order That Increasing Coal and Coke Business May Be Handled Expeditiously.

Of the \$10,000,000 recently appropriated for improvements by the directors of the Denver and Rio Grande for the current year, more than one-half will be expended in Utah. A recent daylight trip over the line disclosed great activities all the way from Ogden and Salt Lake City to the Utah-Colorado state line. Although the Denver and Rio Grande was not the first line to enter Utah, it now has a greater mileage than any other road within the state, and it reaches the principal cities, traverses the richest valleys and serves the mining camps and coal fields. With the completion of the vast improvements now under way and contemplated, the Denver and Rio Grande will be in a position to handle expeditiously all local traffic that may be developed as well as the enormous and growing volume of business resulting from the opening of the Western Pacific from Salt Lake City to the coast.

Drive New Tunnels.

Among the larger improvements under way is the construction of a second track from Castle Gate to Kyune, a distance of seven and three-quarters miles. The contract, which was awarded to Kilpatrick Bros. of Beatrice, Neb., includes the boring of new single track tunnels opposite the tunnels now existing between Nolan and Kyune. In order not to interfere with the traffic on the present busy railroad, the company considered it advisable to build independent single tunnels instead of enlarging those now in use, and at a distance sufficiently great to avoid any interference from construction. The contractors are working day and night shifts in the tunnels, and on the double-track work they have four hundred men employed as well as two steam shovels. It is expected that the entire work, including the laying of track, will be completed by December 1st of this year.

However, a contract of greater magnitude, covering the construction of seven and one-half miles of second track between Tucker and Thistle, has been awarded to the Utah Construction company of Ogden. This contract covers the building of not only the second track but also numerous line changes to eliminate curvature and reduce grades where this can be done to best advantage. The contractors have three steam shovels on the work and about three hundred men and a hundred teams.

Change River Channel.

One feature of this work consists in changing, whenever practicable, the channel of the Spanish Fork river so as to avoid as much as possible the bridging of the stream. Aside from the tunnels, there is no very heavy work on this stretch, and it is expected that the contractors will be out of the way and the track laid by the first of December.

With the completion of these two second track contracts, the Denver and Rio Grande will have a continuous stretch of fifty miles of double track, insuring prompt handling of the immense coal and coke tonnage from the Utah fields to the smelters and reduction plants in Salt Lake City, Butte, Mont., Ely, Nev., and the commercial trade on the Pacific Coast.

As a further means of affording better service by the railroad, the company is having an exhaustive survey made to reduce from 4 per cent to 2 per cent the grade between Soldier Summit and Tucker. This will necessitate the building of fourteen miles of new track at a cost of \$1,500,000. The surveys are nearing completion, and even more satisfactory results are being obtained than were expected. It is confidently believed that the new work will be authorized and begun some time this fall. It will involve much heavy work and its completion will take an enormous force of workmen and at least twelve months of time.

The foregoing construction work and surveys are in line with the policy of the company to furnish adequate double track facilities between Salt Lake City and the great coal measures in Carbon and Emery counties, as well as to take care of its transcontinental traffic. It is further expected that considerable additional second track mileage will be

COSTLY TREATMENT.

"I was troubled with constipation and indigestion and spent hundreds of dollars for medicine and treatment," writes C. H. Louis of Whitlow, Ark. "I went to a St. Louis hospital, also to a hospital in New Orleans, but no cure was effected. On returning home I began taking Chamberlain's Stomach and Liver Tablets, and worked right along. I used them for some time and am now all right." For sale by all dealers.

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And you would like long hair? Rich, heavy hair? Beautiful, luxuriant hair? That is perfectly natural, and we are here to help you. Ayer's Hair Vigor is a great aid to nature in producing just the kind of hair you desire. Do not be afraid to use it. No danger of its coloring your hair. The ingredients are all given on each label, thus enabling your doctor to wisely advise you concerning its use. Consult him freely. He knows.

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added next year where traffic necessitates require.

Improve Roadbed and Train.

Between Westwater and Thompson, a distance of thirty-nine miles, the company is at work widening banks and ballasting the track, and it is understood that when this work shall have been completed the ballasting forces will be set at work between Thompsons and Green River, and thence brought to Helper. Four work trains, two steam shovels and the necessary number of track and other laborers are engaged in the work. The company found an excellent deposit of gravel suitable for ballast at Thompsons, and this is being opened up and used on the roadbed.

Lengthening sidetracks on the main line where the present car capacity is not sufficiently great to accommodate the longer trains, which the new and heavier motive power recently ordered will handle, is among the improvements. New sidetracks, storage tracks and increased yard facilities are being constructed at Soldier Summit and Tucker. A new roundhouse is to be built at Helper, and new and modern coal chutes are being put in at Thistle, at which point important yardage improvements are being made.

Solve Water Problem.

The water facilities on what is known as the "desert" portion of the line—but which, however, is rapidly losing its barren features—are being improved. A new filtering plant has been installed at Green River, and additional water treating plants will be put in at other places. At Woodside the company is working on a well, which is now three thousand and fifty feet deep and which it is thought will shortly reach the zone where the geologists say pure water will be struck. In boring the well the company at one point obtained an immense flow of brackish water, which was accompanied by great quantities of carbon dioxide gas of sufficient quantity to put out all lights in the immediate vicinity.

Build Coal Feeders.

In addition to the activities along the Denver and Rio Grande, Jesse Knight of Provo is building a line four and one-half miles long to take care of the output from a new coal property he is developing. This line will connect with the Denver and Rio Grande at Helper.

Another fine coal company is afforded transportation facilities by construction of the Ballard and Thompson railroad, three and one-half miles long, connecting with the Denver and Rio Grande at Thompsons Springs.

The large sums involved in the construction work herein outlined insure better times throughout the entire state, and all Utah should profit greatly from the improvement and development of the Denver and Rio Grande railroad.

BIDS WANTED.

The Independent Coal and Coke company will receive at their office at Kenilworth, Utah, bids for the driving of two (2) tunnels five hundred feet in length, ten feet in width and seven feet in height. Tunnels will be run through soft coal and sandstone. Bids should reach the office at the earliest possible moment.

C. S. Harris

Everything In

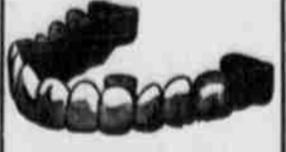
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