Riders Near End of Endurance Grind

Arabian Horse Breaks All Records for Speed in Endurance Competition

Chestnut Gelding Crabbet Covers Almost Sixty Miles in About Eight Hours—Agents of the S. P. C. A. Stage a Farce Comedy

By Henry Richmond Isley

[Special Dispatch to The Evening Post.]

CONCORD, October 15.—With the prospect of facing another inquisition at the Massachusetts border, the riders in the 300-mile endurance test began filing out of the State Militia Grounds shortly after 5 o'clock this morning on the last leg of the competition, which will end at Camp Devens this evening. As the Massachusetts S. P. C. A. is generally considered to be more severe in its standards than the similar organization in New Hampshire, the riders began their journey not without misgivings.

As nothing came of the melodramatic hold-up by the agents of the New Hampshire society the few miles outside of Concord yesterday afternoon, it is hoped that the Bay State authorities will show equal intelligence. The net result of the interception of a number of the contestants was a display of ignorance of horses and horsemanship, delay in the arrival of horses at their night checking station, and a great deal of bookkeeping on the part of the judges in straightening out the time allowance of the several horses detained.

The agents of the society were invited to the Militia grounds, were given every opportunity to inspect the horses on their arrival and after they cooled out; were proffered all the records of the Government veterinerians and the minutes of the three judges, and finally stated that the horses were not being cruelly treated and were in condition to resume the trial this morning.

To-day's Route

The route this morning led almost due south from Concord, passing through Hooksett and West Manchester, then turned south westerly through Bedford and Amherst to Milford, where the noon stop for feeding was made.

The first lap ate up a little over thirty miles of the total of fifty-seven for the day.

This afternoon the riders bore almost due south through Brookline, Pepperell, Groton, and Ayer to Camp Devens, the finish being between two guidons on the parade ground in front of the grand stand. On this same spot the judges will make their final decision to-morrow morning, unless it is found necessary to continue another day, and there is only the slightest possibility of such a proceeding.

Incidents came rapidly on the next to the last day of the competition. Two horses were disqualified and one was withdrawn before the start at White River Junction. The judges had determined to eliminate as early as possible all competitors which obviously hadn't a chance. I believe they would have saved some trouble had they declared a few others out at that time. The judges, however, are between the horns of a dilemma. They are extremely keen to prevent any horse going on so long that he will suffer any injury, and at the same time they wish to give every man and horse every possible chance.

Thirteen Are Left

However, eliminations were necessary at the noon checking station, where the registered Arabian stallion Rufik, owned and riden by Major J. L. Plassmeyer, U. S. A.; the registered Morgan stallion Scotland, owned by the U. S. Morgan horse farm and ridden by Edward Goulette, and the registered Morgan mare Golden Glow, owned by the Morgan Horse Club and ridden by R. A. Switzer were disqualified. Thirteen were thus left out of the original thirty-four entries and all of these came into the checking station at Concord last evening.

These comprised two thoroughbreds, two grade thoroughbreds three registered Arabians, two grade Arabians, two crossbred Arabians, and two registered Morgans.

Two Great Rides

The feature of the fourth day was the great race made by the two army horses, Bunkie and Mlle. Denise, and the registered Arabian Crabbet. The former got away together at 5:07 A. M., and the Arabian at 5:30. Jack Fretz, who had had the mount on Sargeon, which was withdrawn, was up on Crabbet, whose rider was unable to continue because of a swollen leg. The champion bronco buster rode a magnificent race and forced the army horses in ahead of their minimum time limit, by nine minutes. They had to walk their horses about for that time before checking in. Crabbet, however, was far ahead of his schedule, arriving at 2:07, while his limit did not expire until 2:30. As he took twenty-nine minutes for the noon feeding, Crabbet's time for the 69.8 miles was practically eight hours, or about seven and one-half miles an hour. This is the best time ever made by any horse over sixty miles in the two years of the competition.

The incident of the long named society happened in the latter part of the race with the scene dramatically staged in front of the summer home of the president of the Massachusetts organization. It could have been a farce comedy had it not been for the fact that the horses might have been injured by forced neglect of the thorough attention given them at the end of every stage of the journey.

Walter Hagen Dislikes Changes in Golf Rules

Professional Linksman Finds Many Flaws in New Array of Regulations

There's one professional golfer at least who has found much to ponder over in the new golf rules which went into effect last month. He is Walter Hagen, metropolitan and French champion, and he is especially against the out-of-bounds penalty, which he considers really unfair. He also found fault with the stymie change, especially as to conceding holes. He contends that the rule was made to permit one to concede a putt when stymied only, but players are permitted to concede any and all putts if they want to.

"The out of bounds is most unfair," said Hagen recently. "Take the case of David Herron, for instance, in the national amateur championship. He won the deciding hole in his match with young Peter Harmon without having to hit a ball from the tee. This is the first time that such a thing has happened in a game of golf, to my knowledge. To come as it did on the third extra hole in a championship match made it all the more noticeable. Harmon stepped up to the thirty-ninth tee and hit one out of bounds. This meant that he was playing three from the tee. He tried another, and that went out of bounds, too. Hopelessly out of it, he gave up the match.

"The big gallery following the pair returned to the clubhouse discussing the incident, and each one felt that he had been cheated out of seeing a fine finish. Later it was discovered that neither ball was out of bounds, as they passed beyond the last post marking the boundary."

Match Is Discussed

Apropos of Harmon, his match with Francis Ouimet in the recent Lesley Cup contest at Merion has resulted in all sort of comment on the part of the golf critics in both Massachusetts and Philadelphia. Here is what one scribe had to say on the subject:

"Golf is a gentleman's game. It is one that should be free of jockeying and other unsportsmanlike affairs. Unfortunately the metropolitan team in handling the match with the Bay State golfers resorted to jockeying of the cheapest kind, and there ought to be means taken to prevent a repetition.

"There may be some difference of opinion as to whether 'Chick' Evans or Francis Ouimet is the greatest amateur player in this country, but so far as the Lesley Cup matches are concerned there is no question but that Ouimet stands head and shoulders above the other players. The two best golfers in the Massachusetts district are Francis Ouimet and Jesse Guilford, and they rank among the greatest in the country. Yet when they began the play for the Lesley Cup the metropolitan captain put up against them Peter Harmon and Cornelius J. Sullivan. The first is a youth whose only claim to fame is that he carried Davidson Herron to thirty-nine holes in the recent national championship. Sullivan is the president of the Metropolitan Golf Association and makes no pretence of being a first class golfer.

"Could anything be more humiliating than opposing the two best players in the Massachusetts district with these two players, not that either is responsible? Then, to add insult to injury, Harmon was played No. 1 against Ouimet in the single contests. The metropolitan players figured that they did not have two good enough players to figure against Ouimet and Guilford, and Harmon and Sullivan were put up as sacrificial lambs and chopping blocks; Harmon sacrificed for the second time in the afternoon. This was not fair to any of the four players, and it was very petty business. Instead of the metropolitan golfers taking their beating, they resorted to cheap jockeying, realizing that, no matter who played in the foursomes and singles, it meant two victories for the Bay State. The whole thing was made more evident the next day, when the metropolitan team played Pennsylvania and Harmon was dropped to No. 8 position and Sullivan was not played at all in the foursomes matches."

Golfer Is Injured

John Edmundson, professional at the Llanerch Country Club, had nearly all his teeth knocked out by a blow from a golf club recently. He is also suffering from a badly bruised jaw. The accident happened at the eighteenth green just after a player had holed out. The golfer walked off the green, carrying an iron club in his hand. He stopped for a practice swing, and as he did so Edmundson approached from behind. Neither saw the other, and as the golfer brought the club over his shoulder Edmundson received the full force of the swing on the jaw.

One of the best of the British course architects arrived in this country a day or two ago and started immediately for Detroit to engage in some course construction work. He is Capt. A. C. Alison, a co-partner of H. S. Colt and Dr. A. Mackenzie, and the last named pair are expected to visit the United States next spring. Colt had a hand in the Pine Valley layout, and also planned the Detroit Country Club, and the Hamilton Country Club at Ontario. Mackenzie at one time took up the study of medicine. During the war he was commissioned as an expert in the Royal Engineers, his work consisting of the concealing of gun emplacements and trenches. Alison has been associated with Colt for a number of years. He is a fine player.

Oss Out of Minnesota Lineup

MINNEAPOLIS, October 15.—Further gloom was cast over the Minnesota football camp to-day when it became known that Arnold Oss, star halfback, probably will be unable to get into the game with Indiana here Saturday. He has not yet fully recovered from injuries received last Saturday in the game lost to Northwestern. The Indiana team is scheduled to reach here to-day.

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The New York Evening Post

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Dartmouth Switches Team for Holy Cross

Injuries Cause Shifts in Backfield and Line on Eve of Game

[Special Dispatch to The Evening Post.]

HANOVER, N. H., October 15.—Several last-minute changes have been made in the Dartmouth eleven which faces Holy Cross here to-morrow. With Capt. Robertson out for the season and Shelburne in poor condition the backfield has been entirely shifted. Bower, who displayed wonderful offensive ability but poor generalship against Penn State, will fill Robertson's place at halfback, with Jordan playing quarterback. Jordan has never before played the position except in practice, but he has speed, handles himself well, and should be able to get more results with the team than did Bower. Holbrook will start at right half and Shelburne may begin the game at fullback, although he will not be able to play long. Merritt and Browne, two former end candidates, have been alternating at this berth all week, and either one of them may get the call.

Neidlinger, regular tackle, who tore a ligament against Penn State, will be supplanted by Weld. Threshie, an end, and Dorney, a guard, are the only other two first-string players unavailable for to-morrow. Worth and Lynch are the choice to start at end, with Foster and Streng in reserve. Gus Sonnenberg, whose playing against Penn State, according to Coach Spears, stamps him as the greatest tackle in the East, has taken things easy all week, but will be on hand for to-morrow's game, and the guard positions will be filled by Crisp and Moore, with Cunningham at centre. Sonnenberg will do the punting in the absence of Robertson.

In mid-week scrimmage Coach Spears spent a long time with forward passes in an attempt to strengthen the Green's aerial game, lacking so noticeably against Penn State.

Following is the probable Dartmouth line-up: Ends, Worth and Lynch; tackles, Weld and Sonnenberg; guards, Moore and Crisp; centre, Cunningham; quarterback, Jordan; halfbacks, Bower and Holbrook; fullback, Shelburne.

Tuxedo Kennel Club Show

Tyler Morse of Easthampton, L. I., one of the leading American amateur fanciers of dogs, owing to the sudden death of Francis G. Lloyd, has consented to judge Scottish, Sealyham, West Highland and Cairn terriers at the first annual show of the Tuxedo Kennel Club, on Saturday, October 23, for the benefit of the Tuxedo Hospital. It will be a twenty breed show. The others to judge will be Mrs. Haley Fiske, Robert Sedgwick, jr., Wallace MacMonnies, Mrs. W. H. Perry, John Dietschler, Dr. G. O. Anderson, J. D. Cooper, and Capt. A. Thonet, recently of the Czecho-Slovak Army, a Continental authority on Shepherd and police dogs.

The second closing of entries under the new American Kennel Club rule will be on Saturday, with Frank F. Dole, 1451 Broadway. There are 255 classes listed with a first prize of $5 in each; also four variety classes, with three prizes in each of $10, $5, and $3. The officers give six valuable cups and unclassified special prizes and $25 to the handler making the largest number of entries. Over 200 dogs were entered at the first closing last Saturday and the outlook is for a benching in excess of 300 dogs, which will make it one of the largest limited breed shows ever held about New York.

Pairings Announced for Jersey Soccer Cup Play

By James Kelly

The pairings for the preliminary and first round proper of the New Jersey State Cup ties resulted as follows:

Preliminary Round

Sprague F. C. vs. Jersey A. A.

First Round

NEWARK DISTRICT.

American A. A. vs. Erie Juniors A. A.
Sprague or Jersey A. C. vs. Malta A. C.
Standard Oil vs. Edison A. C.

ELIZABETH DISTRICT.

Pilgrim A. C. vs. Crescent F. C.

PATERSON DISTRICT.

Totowa Rovers vs. Cedar Cliff F. C.
Bunker Hill F. C. vs. Cameron A. C.

PASSAIC DISTRICT.

Carleton Hill F. C. vs. Brighton Mills
Athenia Steel vs. New York Belt & Packing

The Erie A. A. of Kearney, N. J., has built up one of the strongest teams in the country for this season. In addition to capturing Dave Brown, star outside left, and "Buck" Cooper, clever centre halfback, it also landed George Tintle, the crack goalkeeper; Albert Blakey, one of the best left halfbacks in the country, and George Heminsley, the crack centre forward, all of whom sported the Paterson colors last season.

Neil G. Clarke, the well known centre halfback, who played for the Robins Dry Dock last season, returned to the States last Sunday from Scotland.

Bantams in Garden Show To-night

It is highly probable that few empty seats will be found in Tex Rickard's Madison Square Garden Sporting Club to-night when Jack Sharkey and Joe Lynch reappear there in two fifteen round bouts, the parts of a double feature. The last time these two boys appeared at the Garden they went fifteen lightning rounds to a draw. To-night they are to meet. Lynch, Jabez White, and Sharkey, Charley Ledoux, and each must win his bout decisively in order to be in line for a return engagement with each other, with Rickard's bantamweight belt at stake.

It is not a sure thing by any means that the pair will meet again, for an upset in the dope has been known to happen before. In that case either White or Ledoux, who will have Georges Carpentier in his corner, is ready to step in. Bill Brown will be at his old post as referee, with Charles Thorley and William Muldoon acting as judges.

There are two six round openers on the card preceding the two main bouts. One is between Johnny Reisler, ex-amateur featherweight champion, who will face the veteran Freddie Reese. Frank Genaro, another amateur, will make his début in the professional ranks against Joe Colletti, who won in the flyweight division at the Olympic Games.

What About the Japanese IS CALIFORNIA RIGHT?

Facts and Figures of Striking Interest

In

THE NEW YORK HERALD

Next Sunday

LEGAL NOTICES

THE DENVER AND RIO GRANDE RAILROAD COMPANY. NOTICE OF SALE OF PROPERTY.

Notice is hereby given that pursuant to a decree of sale made and entered in the District Court of the United States for the District of Colorado, on the first day of October, 1920, in a certain cause in equity pending in said court entitled: "The Equitable Trust Company of New York, as Trustee, Intervenor and Substituted Plaintiff, against The Denver and Rio Grande Railroad Company, Defendant," I, William A. Jackson, as Special Master, will sell at public auction to the highest bidder or bidders, at the Freight Station of the defendant, The Denver and Rio Grande Railroad Company, at Thirteenth and Wynkoop Streets, in the City and County of Denver, State of Colorado and District of Colorado, on the 20th day of November, 1920, at 12:00 o'clock noon, all the railroads, and properties, and the rights, franchises, privileges, immunities and appurtenances to the same belonging, the rolling stock, stores and equipment; in, and to, all the interests in bonds, contracts, choses in action, property, revenues, and rights of every kind and description belonging to the Denver and Rio Grande Railroad Company, the defendant above named, save and except as hereinafter set forth.

The said properties so to be sold are described and defined in the above mentioned decree of sale. A brief description of the property to be sold at said sale is as follows:

LINES OF RAILWAY, ROADBED AND RIGHT-OF-WAY.

I. Commencing in the City and County of Denver, in the State of Colorado, and extending thence southerly through the Counties of Arapahoe, Douglas, El Paso and Pueblo, to Pueblo; thence westerly through the Counties of Pueblo, Fremont, and Chaffee to Salida; thence northerly through the Counties of Chaffee, Lake and Eagle to Red Cliff; thence in a general westerly course through the Counties of Eagle and Garfield to Rifle at a connection with the railway line of the Rio Grande Junction Railway Company, together with a right-of-way and grade extending from Florence up the valley of Oak Creek to the coal mines, both in Fremont County, with branches as follows:

(1) From a point near Petersburg westerly to Ft. Logan, both in Arapahoe County; (2) From Castle Rock easterly to the Stone Quarries, both in Douglas County; (3) From Colorado Springs westerly to Manitou, both in El Paso County; (4) From Florence to Coal Creek, both in Fremont County; (5) From a point near Florence aforesaid to the Chandler Coal Mine, with a spur to the Fremont Coal Mine, all in Fremont County; (6) From Texas Creek in Fremont County southerly to Westcliffe in Custer County; (7) From Howard to Calcite, both in Fremont County; (8) From Malta via Oro Junction and Leadville to Leadville Junction, with a spur from said Oro Junction easterly to the metal mines in California Gulch, all in Lake County; also with a branch from Leadville aforesaid easterly to Ibex, including spurs to various mines, all in Lake County; (9) From Glenwood Springs, Garfield County, southeasterly up the Valley of the Roaring Fork to Aspen in Pitkin County.

Also with branches as follows:

(1) From Hecla Junction to Calumet, both in Chaffee County; (2) From Leadville in Lake County northeasterly via Fremont Pass and Placer to Dillon in Summit County.

II. Also extending from Pueblo, above mentioned, southerly through the Counties of Pueblo, Huerfano, and Las Animas to Trinidad, together with detached lines extending from various Junctions on the Colorado & Wyoming Railway to Cokedale in Reilly Canon and from Cokedale northerly to Bon Carbo, all in Las Animas County, and with branches from the line in this paragraph first described as follows: (1) From Minnequa southerly to Sonora, both in Pueblo County; (2) From Zinc Junction northeasterly to Blende, both in Pueblo County; (3) From Lascar in Huerfano County northerly to Cokedale in Pueblo County; (4) From Cuchara westerly to Walsenburg Junction, both in Huerfano County; (5) From Rouse Junction via Santa Clara Junction to Santa Clara Coal Mine, both in Huerfano County; (6) From Ox Engine Junction to the Engelville Coal Mines, both in Las Animas County. Also a roadbed and right-of-way from Mayne to the Old Rouse Mine, both in Huerfano County.

III. Also commencing at Lascar in Huerfano County on the line hereinabove in Paragraph II first described, and thence extending westerly via Walsenburg Junction, Walsenburg, La Veta, Russell, Alamosa, Antonito, Pagosa Junction, and Carbon Junction, through the Counties of Huerfano, Costilla, Alamosa, and Conejos in the State of Colorado, Rio Arriba in the State of New Mexico, Archuleta and La Plata in the State of Colorado, to Durango; thence northerly to Silverton in San Juan County, Colorado, with branches from said line as follows: (1) From Walsenburg to the Big Four Coal Mine, both in Huerfano County, State of Colorado; (2) From La Veta to the Reliance Coal Mine, both in Huerfano County; (3) From Francisco to the mines of the Oakdale Coal Company, both in Huerfano County; (4) From Alamosa in Alamosa County westerly through the Counties of Rio Grande and Mineral, State of Colorado, to Creede; (5) From Antonito in Conejos County, Colorado, through the Counties of Rio Arriba, Taos, and Santa Fe in the State of New Mexico, via Taos Junction, Chamita and Espanola in Santa Fe; (6) From Taos Junction in Taos County, New Mexico, westerly to La Madera in Rio Arriba County, State of New Mexico; (7) From Pagosa Junction northeasterly to Pagosa Springs, both in Archuleta County, State of Colorado; (8) From Carbon Junction, in La Plata County, Colorado, to Farmington in San Juan County, New Mexico; (9) From Durango to the Durango plant of the American Smelting & Refining Company, both in La Plata County, Colorado; (10) From a point near Silverton to the Silverton smelter, both in San Juan County, Colorado. Also a right-of-way and grade extending from Russel on the line first herein described northeasterly to Placer, both in Costilla County, Colorado, and a right-of-way and grade extending from Chamita on the branch line hereinabove described and Numbered (5) northwesterly to Abiquiu, both in Rio Arriba County, New Mexico.

IV. Also extending from Salida in Chaffee County on the line first described in Paragraph Numbered I, westerly through the counties of Chaffee, Saguache, Gunnison, Montrose, Delta, and Mesa, via Poncha Junction, Mears Junction, Gunnison, Lake Junction, Montrose, Delta and Grand Junction, to a point on the Colorado-Utah common boundary line at Utaline in Mesa County, together with branches therefrom as follows: (1) From Poncha Junction to Marshall, both in Chaffee County; (2) From Mears Junction in Chaffee County westerly through the Counties of Saguache and Alamosa to Alamosa in Alamosa County, with spurs from Villa Grove to Orient, and from Moffat easterly via Crestone to Cottonwood, all in Saguache County; (3) From Gunnison via Crested Butte and Floresta Junction to Anthracite, with a spur from Floresta Junction to Floresta, all in Gunnison County; (4) From Lake Junction, in Gunnison County, to Lake City in Hinsdale County; (5) From Montrose in Montrose County via Ridgway to Ouray in Ouray County; (6) From Delta in Delta County to Somerset in Gunnison County.

V. Also extending from aforesaid point at Utaline on the Colorado-Utah common boundary line, westerly in the State of Utah through Grand County to Green River in Emery County; thence northwesterly through the Counties of Emery, Carbon, Utah, Wasatch, Salt Lake, Davis, and Weber, in the State of Utah, via Mounds, Spring Canyon Junction, Colton, Soldier Summit, Detour, Thistle Junction, Springville, Provo, Midvale, Roper, Salt Lake City and Roy to Ogden in said Weber County, with branches as follows: (1) From Mounds in Emery County, State of Utah, to Sunnyside in Carbon County in said State, with a spur to coal mines at Sunnyside; (2) From Spring Canyon Junction to Helper, both in Carbon County, State of Utah; (3) From Colton in Utah County to Scofield in Carbon County, with spurs from Scofield to Clear Creek; from Scofield to Winter Quarters, and from Scofield to U. P. Coal Mine, all in said Carbon County; (4) From Thistle Junction in Utah County, southerly and southwesterly through the Counties of Utah, San Pete, Sevier, and Piute, via Manti and Salina to Marysvale, in said Piute County, with branches from Manti in said San Pete County, via Ephraim, Mount, and Fountain Green to Nephi, in Juab County; (5) From Springville in Utah County via Santaquin and Eureka to Silver City in Juab County, together with a half interest in spurs from said branch line to various mines and industries in the Tintic mining district in said Juab County; (6) From Provo in Utah County to Heber in Wasatch County; (7) From Midvale via Welby, Lollie Junction, Dalton, Yampa Smelter Junction, and Yampa Mine Junction to the U. S. Mine, all in Salt Lake County, with branches from Welby via Garfield to the Garfield plant of the American Smelting & Refining Company in Tooele County, from Lollie Junction via Artwell and Cumroe to the mines of the Utah Copper Company, from Dalton to Larkin, and from Yampa Smelter Junction to Yampa Smelter, together with a connecting track from a point near Lead Mine to Artwell, and a spur to the Yampa and Boston Consolidated Mines in Carr Fork Canon, all in said Salt Lake County; (8) From Midvale to Wasatch with a right-of-way and grade from Wasatch to Alta, all in Salt Lake County; (9) From Roper in Salt Lake County to Park City in Summit County, together with a half interest in the spur from Park City to Ontario Tunnel, both in Summit County; (10) From Roy to Hooper, both in Weber County; also rights-of-way and roadbeds from Soldier Summit to Detour on the line in this paragraph first described, from Manti, on the branch line hereinabove described and Numbered (4), to Morrison, both in San Pete County, and from Salina on said branch line, easterly to and beyond Nicobe, both in Sevier County.

Together with the appurtenances thereunto belonging or in anywise appertaining, properties employed or connected therewith or used in or about the operation thereof, particularly.

LOCOMOTIVES AND CARS.

567 locomotives, 407 passenger cars, 17,067 freight cars, and 952 work equipment cars.

STATIONS, TELEGRAPH LINES and APPURTENANCES AND SUPPLIES.

Also all telegraph and telephone lines, including all poles, wires, and instruments, all rights-of-way, station and depot grounds, all tunnels, road beds, spurs, double tracks and other tracks, turnouts, switches, sidings, and turntables, all superstructures, bridges, trestles, ties, rails, frogs, chairs, bolts, spikes and other railway appliances, and also all station houses, warehouses, freight houses, engine houses, car houses, water stations, reservoirs, water tanks, water supplies, machine shops and other structures, all other engines, tenders, cars and rolling stock and equipment, all furniture, machinery, tools, implements, chattels and supplies, all terminals and terminal properties, docks, wharves, ferries, landings and boats, all immunities, franchises and privileges, and as well, all other rights, property, real, personal and mixed, appurtenant to or connected with and employed in or about the operation of any of said lines of railway and branches above described, and all tolls, revenues, earnings, income, rents, issues and profits of, and all the estate, right, title, interest, property, possession, claim and demand whatsoever as well in law as in equity, of the Railroad Company of, in and to, the said railways, branches, premises, and property, and every part and parcel thereof, with the appurtenances, and the immunities, franchises, rights and privileges appertaining or hereafter to appertain to any of the foregoing, saving and excepting claims against the United States of America.

LINES OF RAILWAY OWNED BY DEFENDANT DENVER COMPANY AND NOT SPECIFICALLY DESCRIBED.

Also all and singular other lines of railway, extensions and branches of any, owned by the Railroad Company and located in the States of Colorado, Utah and New Mexico or any of them, and all and singular the lands and structures, fixed plant in said States or any thereof, and all rolling stock and other physical property of any and every description now owned by the Railroad Company or to which it is entitled at the date of sale, saving and excepting claims against the United States.

SECURITIES WITHIN THE EIGHTH CIRCUIT.

Also all of the following securities situate within the Eighth Circuit and designated as follows:

Number of Shares	Description	Par Value per Share
	CAPITAL STOCK	
41	The Rio Grande Southern Railroad Company	$100.00
6	The Salt Lake City Union Depot and Railroad Company	100.00
50	The Denver Union Terminal Railway Company	100.00
81 1-3	The Pueblo Union Depot & Railroad Company	100.00
7	The Rio Grande Junction Railway Company	100.00
1500	The Rio Grande Southwestern Railroad Co.	100.00
5800	The Rio Grande Railroad Company	100.00
5	The Rio Grande Gunnison Railway Company	100.00
2000	The Rio Grande, Pagosa & Northern Railroad Company	100.00
2000	The Rio Grande Sangre de Cristo Railroad Co.	100.00
5	The Rio Grande, Pueblo and Southern Railroad Company	100.00
9	The Rio Grande & Santa Fe Railroad Company	100.00
4900	The Roberts Lumber Company	100.00
1	Cimarron and Uncompahgre Valley Canal and Reservoir Company	100.00
1	The Fountain Green Irrigation Company	20.00
10	The Animas Consolidated Ditch Company	20.00
10	The Grand Valley Irrigation Company	5.00
2	The Salina Creek Irrigation Company	10.00
80	The Riverside Canal Company	25.00

Number of Bonds	Description	Face Value per Bond
	BONDS	
1777	The Rio Grande Southern Railroad Company First Mortgage 4% Gold Bonds	$1,000.00
1229	The Denver & Rio Grande Railroad Company First Consolidated Mortgage 4% Gold Bonds	1,000.00
82	The Denver & Rio Grande Railroad Company First Consolidated Mortgage 4% Gold Bonds	500.00
815	The Denver & Rio Grande Railroad Company First & Refunding Mortgage 5% Gold Bonds	1,000.00
1295	The Rio Grande Western Railway Company First Consolidated Mortgage 4% Gold Bonds	1,000.00
16	The Rio Grande Western Railway Company First Trust Mortgage 4% Gold Bonds	1,000.00
260	The Utah Central Railroad Company First Mortgage 4% Gold Bonds	1,000.00

Number	Description	Face Value
	NOTES	
	Tintic Milling Company	70.78
	Salt Lake & Alta Railroad Company	9,525.00
	Certificate of Indebtedness	
	Denver Reservoir Irrigation Company	50.00

THE RIGHT, TITLE AND INTEREST OF DEFENDANT DENVER COMPANY IN AND TO THE FOLLOWING PLEDGED AND ATTACHED SECURITIES:

Also all of the right, title and interest of the defendant Railroad Company in and to the securities situate without the Eighth Circuit, pledged and attached:

Number of Shares or Bonds	Description	Face Value per Share or per Bond
	SECURITIES PLEDGED AND IN SINKING FUNDS	
	ADJUSTMENT MORTGAGE WITH NEW YORK TRUST CO., TRUSTEE	
7,371½	The Rio Grande Junction Railway Company—Capital Stock	$100.00
7,005	The Denver & Rio Grande Railroad Co. First & Refunding Mortgage 5% Bonds	1,000.00
125,000	Western Pacific Railway Co. Stock	100.00
	FIRST AND REFUNDING MORTGAGE WITH BANKERS TRUST CO., TRUSTEE	
12,211½	The Rio Grande Junction Railway Company—Capital Stock	100.00
500,000	Western Pacific Railway Co. Stock	100.00
25,000	Western Pacific Railway Co. Second Mortgage 5% Sinking Fund Bonds	1,000.00

THE RIGHT, TITLE AND INTEREST OF DEFENDANT DENVER COMPANY IN AND TO SECURITIES OUTSIDE THE EIGHTH CIRCUIT.

Also all of the right, title and interest of the defendant Railroad Company in and to the securities situate without the Eighth Circuit:

Number of Shares	Description	Par Value per Share
	CAPITAL STOCK	
35756 3-8	The Rio Grande Southern Railroad Co.	$100.00
995	The Salt Lake City Union Depot and Railroad Co.	100.00
41 8-10	The Denver & Rio Grande Railroad Co.	100.00
3741	The Rio Grande & Santa Fe Railroad Co.	100.00
5109	The Roberts Lumber Company	100.00
4746	Texas, Santa Fe & Northern Railroad Co.	100.00
40800	The Boots & Loyalton Railroad Company	15.00
10005	The Western Express Company	100.00
2500	The Utah Central Railroad Company	100.00
20.42	Ogden Hot Springs Company	100.00
1	Certificate in beneficial interest in one-half of the Preferred & Common Stock of The Colorado Midland Railway Company	

Number of Bonds	Description	Face Value per Bond
	BONDS	
200	The Denver & Rio Grande Railroad Company First Consolidated Mortgage 4% Gold Bonds	$1,000.00
799	The Denver & Rio Grande Railroad Company First and Refunding Mortgage 5% Gold Bonds	1,000.00
300	The Utah Central Railroad Company First Mortgage 4% Gold Bonds	1,000.00

PROPERTY HELD IN TRUST

Also all of the right, title and interest of the defendant Railroad Company in or to any property held in trust for the benefit of the defendant Railroad Company, whomsoever the trustees of such property may be.

ALL OTHER PROPERTY OWNED BY THE DEFENDANT DENVER COMPANY AND NOT SPECIFICALLY RESERVED OR OTHERWISE EFFectually DISPOSED OF BY THE SAID DECREE.

Also all of the right, title and interest of the defendant Railroad Company in or to any property, road, thing in action, estate, interest or claim in or to any property of any character or description whether real, personal, or mixed, and wheresoever situated, whether specifically described in said decree or not, not effectually disposed of to other persons by the provisions of said decree, or specifically reserved to the Receiver under the terms of said decree.

MONEYS IN THE HANDS OF THE RECEIVER.

Also all moneys which may remain in the hands of the Receiver at the date of the payment by the purchaser of the purchase price pursuant to said decree, together with moneys in the hands of paying agents or depositories, including the rights of the defendant Railroad Company in or to any sinking funds, funds created for payment of interests, or moneys derived from sale of bonds, or otherwise held for or on account of the defendant Railroad Company.

There is, however, excepted from the property to be sold, and there is reserved from sale under said decree, all claims and demands of whatever character arising in favor of The Denver and Rio Grande Railroad Company and/or its Receiver, and against the United States Government. For a more particular description of such claims against the United States Government, all of which are reserved from sale, reference is hereby made to said decree and particularly to Article 10 thereof.

The property to be sold pursuant to the direction of said decree, and herein advertised for sale, is to be sold insofar as the lien of any of the following Deeds of Trust or Mortgages covers any of said property, but only to the extent that in law the same imposes a lien thereon (including the charge which may arise from the subsequent issuance of securities authorized thereby), subject to the lien of the following Mortgages or Deeds of Trust so affecting the same:

(a) Mortgage or Deed of Trust dated July 1, 1886, executed by The Denver and Rio Grande Railroad Company to United States Trust Company of New York, as Trustee, to secure First Consolidated Mortgage Bonds of The Denver and Rio Grande Railroad Company;

(b) Mortgage or Deed of Trust dated June 1, 1889, executed by The Denver and Rio Grande Railroad Company to United States Trust Company of New York as Trustee, to secure Improvement Mortgage Bonds of The Denver and Rio Grande Railroad Company;

(c) Mortgage or Deed of Trust dated July 1, 1899, executed by The Rio Grande Western Railway Company to Central Trust Company of New York, as Trustee, (Central Union Trust Company of New York, successor Trustee), to secure First Trust Mortgage Bonds of The Rio Grande Western Railway Company;

(d) Mortgage or Deed of Trust dated April 1, 1909, executed by The Rio Grande Western Railway Company, to The State Trust Company, as Trustee (Guaranty Trust Company of New York, successor Trustee), to secure First Consolidated Mortgage Bonds of The Rio Grande Western Railway Company; (The defendant Railroad Company was formed by the consolidation of The Denver and Rio Grande Railroad Company, the mortgagor company named in the mortgages mentioned in "(a)" and "(b)" above and The Rio Grande Western Railway Company, the mortgagor company named in the mortgages mentioned in "(c)" and "(d)" above).

(e) Mortgage or Deed of Trust dated August 1, 1908, executed by The Denver and Rio Grande Railroad Company (the defendant Railroad Company) to Bankers Trust Company as Trustee, to secure First and Refunding Mortgage Bonds of The Denver and Rio Grande Railroad Company;

(f) Mortgage or Deed of Trust dated May 1, 1912, executed by The Denver and Rio Grande Railroad Company (the defendant Railroad Company), to The New York Trust Company, as Trustee, to secure Adjustment Mortgage Bonds of The Denver and Rio Grande Railroad Company;

(g) Mortgage or Deed of Trust dated January 1, 1898, executed by Utah Central Railroad Company to The State Trust Company, as Trustee (Guaranty Trust Company of New York, successor Trustee), to secure First Mortgage Bonds of Utah Central Railroad Company.

The property sold will further be subject to the reserved right of the Court to impose a charge upon the land in favor of the holders of $500,000.00, principal amount of bonds of The Rio Grande Southern Railroad Company, which bonds have been guaranteed as to principal and interest by The Denver and Rio Grande Railroad Company. For a further description of the right thus reserved to charge the properties sold, and the nature, extent and limits thereof, reference is hereby made to said decree and particularly to Articles 13 and 14 thereof.

The rights which the purchaser will have under any or all of the foregoing mortgages are defined in Article 12 of the decree of sale, to which reference is hereby made.

The purchaser or purchasers of the property and his or their successors and assigns, shall as part of the consideration for and of the purchase price of the property purchased and in addition to the sums bid by them and by the decree required to be paid by him or them, take such property upon the express condition that he and they, or his and their successors and assigns, shall pay, satisfy, and discharge:

(a) Any unpaid compensation which has been or shall be allowed to the Special Master heretofore appointed in this cause, any unpaid compensation that has been or shall be allowed to the Receiver in this cause, or to his solicitor, and also any unpaid indebtedness and liabilities of the Receiver incurred in this cause in the management or operation of the properties purchased and otherwise in the discharge of his duty as such Receiver, or in compliance with orders of Court entered herein between January 26, 1918, the date of his appointment, and the date of the delivery by the Receiver of possession of the property sold;

(b) All indebtedness of the defendant Railroad Company, payment of which was authorized by order of this Court upon the petition of receivers to be made by the Receivers without approval by the Special Master and without further order of this Court to the extent that such indebtedness shall not at the time of the delivery by the Receiver to the purchaser of the property sold hereunder have been paid or satisfied, and particularly the indebtedness which may be established on the claims described in the provisions of Article 8 of said decree of sale, and a brief description of the claims covered by Article 8 of said decree is as follows:

Refund claims, and interline freight loss and damage and overcharge claims, the payment of which by the Receiver has been heretofore authorized by orders of the Court; Claim No. 826, filed by Florence M. Backus, being a claim for personal injury delivered by the Special Master and now pending before the Court; Claims Nos. 610, 639 and 749, all presented by the American Fuel Company and now pending before the Special Master in this cause; also a claim presented by The Palisade Coal and Supply Company, being a petition to the Court, such claim not having been filed within the time allowed for the presentation of claims. The total amount of such claims above referred to may be ascertained by reference to the testimony taken before the Special Master in this case and which is on file in the office of the Clerk of the United States District Court for the District of Colorado.

There has been and is by the decree of sale appropriated out of the cash in the hands of the Receiver and the