his average was not quite high enough to give him the rank he desired. Not daunted by his first failure, he enlisted in the navy and has the opportunity to obtain a commission after six years of service. Excerpts from his letter follow:

"We have enjoyed a most successful and pleasant voyage since leaving Hampton Roads. Rio de Janeiro and Lima have done everything to show tral, although not equal to, compares very favorably with Fifth avenue, New York.

"The visitor from the states is compelled to notice the ease and grace of the South Americans. No one seems to be in a hurry to chase the dollar (they get there just the same) and every one believes firmly in politeness. The better class are very particular about their address."

DEATH CALLS PIONEER BRIDGE CONTRACTOR

John Donegan, one of the best known pioneer bridge contractors of the west, who was for years connected with James Martel in the construction of bridges on the Denver and Rio Grande and the Colorado and Southern, died at 1:30 o'clock yesterday morning at his home, 274 block 1. He is survived by a widow, and an adopted daughter.

Mr. Donegan was 66 years of age at his death. He was born in Canada and came to Colorado in 1868 or 1869. For some time prior to 1880 he was connected with the Denver and Rio Grande as superintendent of bridges and buildings on the First division. James Martel was in charge of another division in a similar capacity and the two formed a partnership. The firm built the Rio Grande bridges from Alamosa to Espanola, Durango to Antonita, Canon City to Leadville, with the exception of the hanging bridge in the Royal Gorge, the Gunnison line, Villa Grove, Red Cliff, from Leadville to Dillon and up through Grape Creek canon from Canon City, an early line that was washed out and later abandoned. The last work which Mr. Donegan did was with Mr. Martel in the construction of bridges for the Denver & New Orleans, now the Colorado and Southern, between Denver and Pueblo. After that Mr. Donegan retired.

Mr. Donegan was the owner of considerable property, among the pieces of real estate which he owned being the Donegan block. He was well known throughout the state and in Pueblo, which he had made his home for about thirty years.

The remains are at McCarthy's undertaking parlors. The funeral will be held from the residence at 2 o'clock Sunday afternoon, under the auspices of the Masons.

NEW ORDER ON CATTLE BY STATE LAND BOARD

The commissioners of the state board of stock inspection are taking measures to see that the cattle of Colorado are protected from the mange. The following circular, ordering owners to protect range cattle, has been sent out:

It is hereby ordered that all cattle on the range or to be turned on the range in that portion of Colorado between the Medicine Bow range of mountains on the west, the Wyoming and Nebraska line on the north, the Nebraska and Kansas lines on the east, and the Kansas Pacific branch of the Union Pacific railway on the south, must be sprayed in a power machine (not hand) or dipped once in oil or twice in lime and sulphur or tobacco and sulphur, according to the government formula, with an interval of not less than ten (10) days or more than Southern railway on the west, the Kansas Pacific branch of the Union Pacific railway on the north, the Colorado-Kansas state line on the east, and the Missouri Pacific railway on the south, must be sprayed or dipped as provided above between this date and June 1, 1908; and notice is hereby given to all concerned that any person not complying with these regulations will be arrested and prosecuted under the law.

Dipping and spraying in oil is permitted in this regulation because its use is endorsed by the United States government, but the experience and information of this office is to the effect that the use of oil has not proven satisfactory in the cure of mange, therefore we strongly urge the use of lime and sulphur or tobacco and sul-

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