

BIDS WILL BE OPENED TUESDAY.

Pennsylvania Railroad's Latest
Scheme for the Tunnel
Below North River.

HUGE SUBMARINE BRIDGE.

Soft Bed of Water Course Long an
Obstacle to Engineers—Prob-
lem Was Solved.

Special Correspondence.

New York, Dec. 9.—Bids for the construction of the Pennsylvania railroad's tunnels under New York city and the North and East rivers will be opened on Dec. 15. The officers of the company predict that, unless the work is hindered by protracted strikes or by some unforeseen calamity, within four years the island of Manhattan will be connected by rail with the Jersey mainland. Then passengers from the east, north, west and south will be able to enter New York without change of cars, while the now partially isolated New Yorkers and Brooklynites will not have to depend on ferries when they wish to travel. A through service to New England points by means of the Long Island railroad and a new bridge over Ward's island, in the East river, is part of the Pennsylvania plan, and the fruition of Austin Corbin's scheme to make Montauk Point, at the end of Long Island, the great passenger port of the Atlantic coast is among the possibilities made by this big engineering project.

The tunnel under the North river is the only section of the new underground line which presents unusual difficulties. Tunneling under Manhattan and the East river the contractors will have no harder task than that presented by the New York city subway, now near completion, but the soft bed of the North river has long balked the world's best engineers. This soft bed is sometimes 150 feet thick. To tunnel in the bedrock under this would obviously make impossible grades. An attempt was made many years ago to tunnel through the silt without trying to reach the bedrock. A serious accident apparently proved the impracticability of this attempt, and it was abandoned. Lately it has been taken up again, and the tunnel is nearly ready for public inspection. It is to be used only by trolley cars, however. It could scarcely bear the heavy traffic of railroad trains, resting, as it does, suspended in the soft mud.

The ingenious idea of the Pennsylvania engineers is to build a bridge under water. The tunnel proper will be composed of two tubes, laid on the river bed. Every fifteen feet there will be a pier, reaching the bedrock and supporting the tubular tunnel, just as piers of stone support a bridge over a stream. Hollow screw piles will be sunk from caissons, and the upper part of the piles will be filled with cement level with the floor of the tunnel. In this way all danger of the collapse or buckling of the tube will be eliminated. The internal arrangements of the tunnel have been carefully worked out, and elaborate precautions for the safety of passengers and employees have been taken. A shelf four feet wide will run the whole length of each tube, affording means of easy and immediate egress should an accident occur. Beneath this shelf at intervals of a few feet are to be refuge niches for the employees. Each tube will be single tracked, a train passing through it will act as a piston, forcing out the bad air. But other means of ventilation will, of course, be provided. External and internal drainage are to be looked after in the most generous manner.

Plans for the new station at Eighth avenue and Thirty-first street, where the North and East river tunnels will meet, have been drawn, but have not yet been approved. The station will cost \$10,000,000, will cover four city blocks and will be the largest railway terminal in the world.

It will have two stories underground, the lower for tracks and the upper for waiting rooms and ticket offices, surrounded by five or six stories above ground. Part of this structure will probably be used as a hotel. The main entrance will be in Eighth avenue. From here an inclined carriage way and stairs and elevators for pedestrians will lead down to the tracks. Of these there will be twenty-five in all, a total length of five and a half miles. To every platform there will be a separate approach, so that passengers may reach their trains without difficulty or confusion.

WORLD'S LARGEST LINER.

Launch of the New White Star Steamer
"Baltic" at Belfast.

The White Star line, already celebrated for eclipsing records as regards size of steamers, has just launched another vessel exceeding even those great leviathans, the Celtic and Cedric, now running in the Atlantic trade.

The new steamer Baltic, launched Saturday, Nov. 21, from Messrs. Harland & Wolff's yard, at Belfast, is the largest and, in many respects, the finest afloat; her great size making it possible to add improvements even beyond the other vessels of this type, in which the shipbuilder's art has already obtained such a high standard of excellence. The dimensions of the Baltic are as follows: Length, 725 feet 9 inches; breadth, 75 feet; depth, 49 feet. Her gross tonnage will be nearly 23,000; her capacity for cargo about 28,000 tons, and the displacement at her load draft about 40,000 tons.

The new vessel will be fitted with accommodations upon the same lines as that in the Celtic and Cedric, but even more commodious than in those vessels. The general arrangements of the ship will be similar to the two other vessels of this type—a continuous shade-covered running fore and aft, with three tiers of deck houses and two promenade decks above same. On the upper promenade deck will be the first class smoke-room and library, and the two houses below will contain the deck staterooms—the arrangement so much admired in the Celtic and Cedric. The first class dining saloon will be on the upper deck, and all the first class accommodation amidships.

Immediately abaft the first class will be the second class accommodation, and there will be also a comfortable smoke-room and library for this class of passengers.

The third class passengers will be provided for abaft the second class, and to a limited extent at the fore end of the vessel. A great feature in this accommodation will be the large number of staterooms—two, three and four berth—and the commodious and

RHEUMATISM NOT A SKIN DISEASE.

It is natural to rub the spot that hurts, and when rheumatic pains are shooting through the joints and muscles and they are inflamed and sore, the sufferer is apt to turn to liniments and plasters for relief; and while such treatment may quiet the pain temporarily, no amount of rubbing or blistering can cure Rheumatism, because it is not a skin disease, but is in the blood and all through the system, and every time you are exposed to the same conditions that caused the first attack, you are going to have another, and Rheumatism will last just as long as the poison is in the blood, no matter what you apply externally. Too much acid in the blood is one cause of Rheumatism; stomach troubles, bad digestion, weak kidneys and torpid liver are other causes which bring on this painful disease, because the blood becomes tainted with the poisonous matter which these organs fail to carry out of the system. Certain secret diseases will produce Rheumatism, and of all forms this is the most stubborn and severe, for it seems to affect every bone and muscle in the body. The blood is the medium by which the poisons and acids are carried through the system, and it doesn't matter what kind of Rheumatism you have, it must be treated through the blood, or you can never get permanently rid of it. As a cure for rheumatic troubles S. S. S. has never been equalled. It doesn't inflame the stomach and ruin the digestion like Potash, Alkalies and other strong drugs, but tones up the general health, gently stimulates the sluggish organs, and at the same time antitoxins and filters out of the blood all poisonous acids and effete matter of every kind; and when S. S. S. has restored the blood to its natural condition, the painful, feverish joints and the sore and tender muscles are immediately relieved.

Our special book on Rheumatism will be mailed free to those desiring it. Our physicians will cheerfully answer all letters asking for special information or advice, for which no charge is made.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

comfortable dining rooms, fitted with tables and revolving chairs.

There will be accommodation in all for nearly 3,000 passengers, besides quarters for a crew of about 350, and as is customary in the White Star steamers, no pains will be spared in providing for the convenience and comfort of all classes of passengers, and for their safety.

The decorations will be of the most striking and artistic kind, and all the appointments handsome and luxurious. In addition to the ordinary state-rooms, there will be suites, consisting of bed, sitting and bath rooms; also, single berth state-rooms—a new feature, in the introduction of which, as usual, the White Star Line is well to the front. Then, the exceptional and well distributed strength of the structure of the vessel, in addition to the water-tight subdivision, have secured the maximum of safety obtainable.

As in the other large steamers of this type, one of the most notable features in the "Baltic" will be the grand dining saloon; a very handsome apartment situated on the upper deck, it will extend the full width of the ship—75 feet. It will be exceptionally lofty and airy, and will contain seating accommodation for 370 people. With its domed skylight, and artistic and effective decoration, this will be one of the most magnificent and comfortable dining saloons on the Atlantic. The first class smoke room and library will also be magnificent apartments, and the second class public rooms will be alike elegant and comfortable.

The heating and ventilating arrangements of the ship will be most complete, and the "Baltic" having such large cargo capacity, will be fitted with winches and other loading and discharging arrangements of the latest and most efficient type.

There will be large refrigerating chambers for the carriage of chilled beef, the machines for working same being on the C. O. principle.

The Baltic will be fitted with engines of Harland & Wolff's quadruple expansion type, about 13,000 I. H. P., and the speed will be about 16½ to 17 knots.

The engines are arranged on the "balanced" principle, which practically does away with vibration. The twin engines and twin screws afford another element of safety to the ship and passengers, and the possibility of danger is reduced to a minimum. It is interesting to note that the tonnage of the White Star fleet now amounts to a large total of nearly 350,000 tons. It consists of 29 steamers (of which 25 are fitted with twin screws) and possesses no fewer than 21 vessels of over 10,000 tons each, including three of over 20,000, one of 17,000 and two over 15,000 tons.

Franklin's exclusive in our line for holiday specialties, 108 Main.

BABIES ARE ALWAYS WELCOME

There is at least one place in the United States where the families are always pleased to have a new baby. E. M. Sweet describes it in The World Today, as follows:

The Omaha country is a land where baby may always be sure of a large welcome. For one reason, he has an enormous capacity from the day he is born, which is often quite as great as his father's. One of the next things after naming the little papoose is to go to Pawhuska, the capital of their nation, and have his name put upon the pay roll. Once every three months Uncle Sam pays the interest on the money which he holds in trust for them, and the amount paid to each Indian varies from time to time, according to how many have gone to the happy hunting ground, and how many we ones have come to take their places since last pay day. The latest little arrival at the newest-built wigwag receives just as much as does the oldest grandfather or the most athletic "warrior." So that when Chief Look Out not long ago had the happiness to be blessed with twins, he was not only eligible to the usual congratulations due a new father, but at the same time, unlike most new fathers, he found his estate increased by the snug little sun-

of \$28,000. For, until the children reach the age of eighteen, their incomes are paid to their parents.

Franklin's holiday novelties are superb—108 So. Main.

RUFUS CHOATE WAS BEATEN.

As one of the very few occasions when the wit of Rufus Choate was killed, an incident is recalled when that brilliant lawyer was examining onelek Barton, chief mate of the ship challenge. Choate had cross-examined him for over an hour, hurling questions with the speed of a rapid-fire gun.

"Was there a moon that night?"

"Yes, sir."

"Did you see it?"

"No, sir."

"Then how did you know there was a moon?"

"The 'Nautical Almanac' said so, and I believe that sooner than any lawyer in the world."

"Be civil, sir. And now tell me in what latitude and longitude you crossed the equator?"

"Ah, you are joking."

"No, sir; I'm in earnest and I desire an answer."

"That's more than I can give."

"Indeed. You a chief mate and unable to answer so simple a question?"

"Yes, the simplest question I ever was asked. I thought even a fool of a lawyer knew there's no latitude at the equator."—Success.

You will miss a treat if you fail to visit Franklin's holiday department, 108 South Main.

HAD TO GIVE THEM UP.

"Many men have fads," said Mark Twain the other day. "Some collect one thing and some another. Among the most curious is that of a man near my summer home at Elmira who has a collection of snakes. They are of many varieties. The man who has them thinks a great deal of them, and, in fact, would not take anything for them. The other day, however, his physician told him that if he did not take something for them he would die."—New York Times.

BUCKBOARD GONE WRONG.

A party of business men in the office of Henry Clews were discussing the automobile while the stocks were tumbling. The banker took part in the conversation to recall a recent incident at Newport. While one of the elderly natives was inspecting one of the newer forms of a motor, which stood at the curb, Mr. Clews asked: "Well, what would you call it?"

"That," replied the old man, solemnly, "is the late lamented buckboard, died and gone to eternal punishment."

—Philadelphia Ledger.

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THE STORY OF THE YEAR 1903 IN SALT LAKE AND UTAH.

It will be found within the pages of the Christmas News, to be issued Saturday, Dec. 19. Our mining, real estate, manufactures, and all our industries. It will be printed on heavy paper, and include within beautifully colored covers. Retail price 15c. In magazine form 25c, including domestic postage. Foreign 10c extra. Special rates to dealers and agents. A rare holiday souvenir of Salt Lake to send away to friends.

A Christmas Sale!

We Have Arranged a Special Millinery Sale for Christmas.

It will comprise many of the newest and most desirable things that have come out in New York this season. Bought at greatly reduced prices and with a view to offering something useful as well as ornamental for a Christmas present. All silk trimmed Beaver worth up to \$12.00 offered at \$5

Neatly trimmed Beaver worth up to \$14.00 go at \$6. Black poon velvet shapes neatly trimmed with ostrich, paradise and fancy birds and feathers, worth up to \$15.00 at \$7.50.

The choice of any of our best patterns go at \$10.00. TRIMMED FELT SHAPES now \$2.50. We will make one price to all, of any of our trimmed hats on felt shapes, trimmed at \$2.50. In this above lot are a few fine novelties for Misses and Children. In addition to which will be offered more than 300 children's hats at \$1.00 and \$1.50.

A chance lot of 100 children's hats go at 50c and 75c each. Our spring styles begin to arrive in January and February.

There will be reserves at the above prices of any winter stock in the store up to Christmas day. ORDERS TAKEN NOW AND DELIVERED ON CHRISTMAS EVE.

O. D. Banks, 116 S. Main Street.
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Santa Claus

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