

# WELBY HAS HANDED IN RESIGNATION

Rumor Printed in "News" a Couple of Days Ago is Confirmed.

## DUDDLESON GETS POSITION.

On January 1 He Will be Superintendent in Charge of the Nevada Northern at Cobre.

The statement in the "News" two days ago to the effect that A. E. Welby, general superintendent of the Denver & Rio Grande, had handed in his resignation effective Jan. 1, received confirmation today upon the arrival of a personal friend of Mr. Welby from Denver.

This gentleman stated that Mr. Welby's resignation was handed in to General Manager Ridgeway a couple of weeks ago. Whether or not it will be accepted is another matter.

It is understood that Mr. Welby was prepared to go ahead with a partial solution of the existing conditions on the Rio Grande, but an economical management did not see eye to eye so Mr. Welby thought that he would go back to the farm in southern California.

Another story printed in the "News" was confirmed this morning with the arrival here of L. G. Cannon, the new vice president and general manager of the Nevada Northern and T. J. Duddleson, the former from New York and the latter from Idaho. Following their arrival the announcement was forthcoming this morning that Mr. Duddleson will be superintendent in charge of the road to Elko and after Jan. 1.

## PRIVATE CAR FOR WYCHE.

Thomas J. Wyche, division engineer of the Western Pacific, with headquarters in Salt Lake, is now the proud possessor of a private business car which he will form this time on his frequent trips to and from the desert. The car arrived in the local yards yesterday and is the old car "A" which was in commission on the east end of the D. & R. G. reconverted.

## SANTA FE BUDGET.

\$25,000,000 to be Spent in Improvements During Coming Year.

Chicago, Dec. 8.—The Tribune today says:

The Atchison, Topeka & Santa Fe railway is making preparations for large expenditures in 1907 for extensive improvements all along its system. Its budget for the year has not been finally made up yet, but its outlays for double tracking, extensions, new equipment, etc., will probably aggregate not less than \$25,000,000. One of the most important pieces of work the road now has under way, the double-tracking of its main line from Chicago to Kansas City, will be pushed rapidly, although it is doubtful if it will be completed before some time in 1908. Another large improvement is the construction of a new line from Texico, N. M., to Brownsville, Tex. It is said that when this line is built, the Santa Fe will have the shortest line between San Francisco and Galveston.

The Santa Fe has placed orders for equipment which raise its outstanding orders to \$9,000,000. It is also proposed to reduce much of the road bed to grade, to improve the ballasting and to extend the double signal service.

## SAN PEDRO SHOPS.

Location of \$300,000 Plant Will be in Los Angeles.

The Los Angeles Examiner is authority for the statement that the location of railway shops to cost \$300,000 has been practically determined by the Salt Lake Railway company. The site that probably will be officially announced soon is on the company's east end of the Los Angeles river, between Fourth and Fifth streets.

There has been some inclination to consider the station at Hobart, but as far as can be learned this has been abandoned, and the site mentioned is considered by operating officials to be as good as determined upon.

Plans for the shop buildings and the schedule of the plant are said to be completed. These will call for an expenditure of \$200,000 or more. The shops in extent will not equal those of the Southern Pacific, but will be completely equipped with the latest machinery sufficient to meet the requirements of the road for some years to come.

All repairs work for the line has been

done at the Southern Pacific shops. This has been very unsatisfactory, both in expedition and in cost. With the increasing traffic, the company has decided to go ahead with the construction of its own plant as quickly as circumstances will permit.

## U. P. MOTOR CARS.

Splendid Results From Experiments On Harriman Branch Lines.

Owing to the remarkable record which has been made by gasoline motors built in their own shops, the management of the Harriman lines have adopted their power for passenger service on all branch roads. Ten new motors, each capable of developing 200-horsepower, will be built at once and put in operation in the west and southwest, making a total of 10 motor cars in service, says the New York Commercial.

The results obtained by motors are regarded by operating men as remarkable. In 20 days six motors made a total of 349 round trips and were on time 97 1/2 per cent. The reduction in the cost over steam also has been material.

The decision of the Harriman people to adopt the gasoline motor so widely is notable in view of the fact that most other railroad systems thus far have been in favor of other kinds of power. The idea originated with E. H. Harriman. While discussing motives power with his operating officials several years ago Mr. Harriman asked:

"Why not build an automobile to run on that?"

"That's exactly what we'll try to do," Mr. Harriman replied.

The six motors on which records have been kept during the last month are being operated between the following places: Leavenworth and Lawrence, distance 23 miles; Loop City, Neb., and St. Paul, 20 miles; Beatrice and Lincoln, Kearney and Callaway, Neb., 65 miles.

On each of these runs the motor makes one round trip daily, and has been late only 2 1/2 per cent. The particular style of motor which has been adopted for general use is known as No. 8 and was designed by W. R. McKee, Jr., superintendent of motive power for the Union Pacific.

In this engine Mr. McKee has accomplished something hitherto unknown in the construction of gasoline engines. He has made it possible to control the engine by a throttle, like a steam engine, instead of by a speed of from 65 to 75 miles an hour without changing the gear.

"I think we have proved that the gasoline motor is better for this purpose than electricity or steam," said Mr. Kruttschnitt.

"There is not such a large investment tied up in power houses and apparatus as is required when electricity is used, and the motors can be run upon the same tracks used by the steam cars. We have found a way to meet electric competition."

The Erie has one of the motors manufactured by the Union Pacific in operation on a branch line near Jersey City.

## ENGINE TOOK A DIVE.

Left the Rails and Plunged Down an Embankment.

The usual weekly bill of Bingham excitement was furnished in the suburbs this week instead of in the canyon proper, where the larger affairs are pulled off regularly.

Yesterday afternoon the regular passenger train on the Bingham branch left as usual at 3 o'clock for Salt Lake, but changed its course while approaching the river bottom from Bingham Junction, leaving the rails on an open switch and plunging headlong down the embankment into a bed of mud. The engine, just behind the train, to the side of the embankment, and the front trucks of the smoking car left the track. The engine half buried itself in the mud, and the passengers were much startled as the emergency brakes were thrown on just before the engine left the rails, hurling many of them out of their seats. No one was seriously injured, although the mail car was somewhat bruised by being thrown against one end of his car. A wrecking crew is now at work loosening the engine from its anchorage in the mud. The cars were replaced on the track last night, and the road opened for traffic.

## SPIKE AND RAIL.

The final hearing of the theatrical rate question will be before the interstate commerce commission in Washington on Dec. 11.

F. J. Haynes, president and general manager of the Monida & Yellowstone park stage line, is here today from St. Paul.

Warren J. Lynch, passenger traffic manager of the New York Central lines, in replying to the assertion that the railroads could afford to lower the rates now that passes have been abolished, says that 50 per cent of the passes issued represented travel that could not exist without this means of transportation.

Owing to the cold weather and the shortage of fuel the proposed excursion from Los Angeles to Rhyolite on the occasion of the opening of the Las Vegas & Tonopah railway to that point Dec. 15 has been indefinitely postponed.

Don't Be Confused. Mehezy's fur store is at the Knutsford hotel; no branch house.

# YARDMEN'S STRIKE NOW IMPENDING

Trouble Between Roads Centering in Pittsburg and Employees Reach Critical Stage.

## SETTLEMENT PROSPECT POOR

Chicago Scale Is Demanded—Wages in Pittsburg District Lower Than Elsewhere.

Pittsburg, Dec. 8.—The dispute between the local officials of the railroads centering in Pittsburg and their employees over the scale for yardmen has arrived at the critical stage and unless a settlement is reached within a day or so fears are entertained of a general strike in the district. Negotiations with the Baltimore & Ohio are already off and much depends upon meetings arranged for today with the general manager of the Pennsylvania and Washington lines. If these two companies take a stand similar to that of the Baltimore & Ohio all yardmen in the Pittsburg district will likely be called out on strike in accordance with the result of the vote on this question by the trainmen.

The Pittsburg & Lake Erie officials are understood to have agreed to pay the "middle scale" but it is not believed the trainmen will accept this scale unless all other roads in this district agree to a similar proposition. The "middle scale" is one cent an hour less than the scale paid in the Chicago district and is in effect at Cleveland, Youngstown and other Ohio points.

If the Pennsylvania lines, the Washington and the Baltimore & Ohio officials concede the "middle scale" it is said the trainmen will continue working. Otherwise a strike is threatened.

W. C. Lee, vice grandmaster of the Brotherhood of Trainmen, who has charge of the Pittsburg district, declines to discuss the matter further than to say the prospects for a settlement are not as bright as they might be. The trainmen, he said, had voted on the question and agreed to demand the Chicago scale. The wages in the Pittsburg district, Mr. Lee said, are much lower than in other districts. The condition of traffic affairs in the Pittsburg district has reached that stage where shippers are more than anxious as to the outcome of the conference today. The freight traffic in this district was never heavier than at the present time and a strike of the yardmen would mean a complete tie-up of all freight trains.

## ANOTHER VETERAN AT REST.

James White, Volunteer Fireman and Indian Fighter, Falls Asleep.

Another of the old Utah veterans has gone the way of so many of his brothers. He is James White of this city, who died Dec. 5. He was a member of the Veteran fire department, and during the Blackhawk Indian war in 1862, he served in Capt. Andrew Burt's company. His journey to Utah was by ox team, and was finished in Oct. 1862, after a long journey under Capt. Wernum.

Mr. White was born in Steeple Claydon Bucks, England, on June 25, 1833. In 1854 he came to America, and lived in St. Louis until he started for Utah in 1862. He is survived by four daughters and one son. They are, Mrs. W. J. Birkumshaw of Park City, Mrs. Henry Barnes of this city, Mrs. Henry Swift of Stockton, Cal., Mrs. J. E. Worsley of this city, and Albert White. There are in addition 35 grandchildren, and eight great-grandchildren.

The funeral services will be held at the Eleventh ward chapel, Sunday Dec. 9, at 2 p. m. The remains may be viewed from 10 till 1 o'clock Sunday at the family residence, 704 east South Temple street.

## SETH CHAMBERS DEAD.

Popular Young Man of Smithfield Passed Away in Chicago.

(Special to the "News.")

Smithfield, Dec. 8.—Word was received here this morning of the death in Chicago of Seth Chambers. Mr. Chambers was a well known young man of this town, who went to Chicago two years ago to study dentistry. He was married here Oct. 2, 1905, while home on a vacation, and his wife was with him when he died. The cause of the death was pneumonia, which he contracted a few days ago. His death occurred at the general hospital, to

which he was removed, at 3 o'clock this morning. In addition to his wife, Ralph T. Merrill of this city was with him. The remains will be brought west for burial.

## STAKE SINGING CONTEST.

Pioneer Stake Hall Will be Scene of Musical Affair Wednesday Night.

Wednesday evening next a singing contest will be held in the Pioneer stake hall in which the Sabbath schools of the state will participate.

To represent each school a number of voices have been chosen, and organized into a choir of from 25 to 30 members. The prizes are in cash, and are for first, second, and third honors, with a special prize for the chorus marching to and from the stage in the best order.

Adjudicators have been selected from outside of the stake. The hall where the entertainment will be given is located at 150 west Fifth South street.

## REAL ESTATE TRANSFERS.

TODAY'S.

A. L. Thomas to Annie N. Showell, lot 21, and others, Thomas' sub., 275.  
Breta K. Palmer to R. G. W. Ry. Co., part of sections 24, 25, township 2 south, range 1 west, 360.  
Emma Smith to R. G. W. Ry. Co., part of section 20, township 1 south, range 2 west, 400.  
C. W. Smith to wife, Lydia Y. Merrill, part of lot 1, block 35, plat A, 3,900.  
Chief Governor to Jennie B. Peterson, part of block 4, plat B, 700.  
Glenn R. Bothwell et al to Wm. S. Farrie, part of lot 8, block 1, plat A, 550.  
G. Lavagnino and wife to DeWitt B. Lowe et al, part of lot 5, block 6, plat B, 18,875.  
Elizabeth M. Dowry to the Salt Lake Ry. Co., part of lot 7, block 5, plat A, 22,500.

## YESTERDAY'S.

Edward S. Burton to Edwin Wright, interest in north 1/4 lot 8, block 37, plat B, 1.  
J. L. Hawlin to Joseph Nelson, lot 16 and 17, section 16, township 1 south, range 1 east, 3,200.  
Lawrence Scanlan to C. S. Morey, et al, 367 rods southeast corner of northeast corner lot 4, block 44, plat A, 10,000.  
Elizabeth B. Emery to S. F. Emery, 243 rods southeast corner of road south of northeast corner lot 7, block 38, plat C, 1.  
A. Benson to Mrs. Nelson, part of southwest quarter section 25, township 2 south, range 1 west, 1,500.  
Jacques Held to Joseph Held, 414x 154 1/2 feet northwest from southeast corner lot 1, block 34, plat A, 2,500.  
D. Sullivan et al to H. Wagner, brewing company, 1/2 interest in 193 1/2 rods northeast corner of southwest corner lot 4, block 31, plat A, 500.  
Reed H. Crager to Grayway Ferry, lot 7, block 2, Toronto subdivision, 600.  
George H. Tingley to W. B. Out, call trust, lots 1 to 14, block 7, Newhouse C. plant, 1.  
Peter Bourke to Elizabeth Stewart, 414x154 feet, lot 4, block 21, plat B, 3,000.  
Peter Bourke to Maggie G. Hemp-hill, 414x154 feet, lot 4, block 21, plat B, 3,000.  
Estate of J. S. Gamble to George H. Sims, et al, part lot 6, block 24, plat A, 1,300.  
Seth Utah to Wm. B. Bricker, northeast quarter of the southeast quarter section 1, township 2 south, range 2 west, 20 rods, 20.  
George Calder to S. L. Sanitum company, part sections 13, 20, 20, township 1 south, range 1 east, 5,500.

## BANK STATEMENT.

New York, Dec. 8.—The statement of the board of directors of the week shows that the banks held \$5,762,175 less than the legal reserve requirements. This is a decrease of \$5,111,800, as compared with last week. The statement follows:

Loans ..... \$1,941,988.80  
Decrease ..... 3,883.09  
Deposits ..... 982,177.00  
Decrease ..... 14,657.20  
Circulation ..... 63,140.00  
Increase ..... 416.69  
Legal tenders ..... 69,857.20  
Decrease ..... 2,532.60  
Specie ..... 171,644.00  
Decrease ..... 5,232.30  
Reserve ..... 238,942.30  
Decrease ..... 12,265.60  
Reserve required ..... 245,244.575  
Decrease ..... 4,114.90  
Deficit ..... 6,702.173  
Decrease ..... 5,151.309  
Ex-1, S. deposits (deficit) ..... 3,125.250  
Decrease ..... 3,143.90

The deficit reported today is the largest since Aug. 24, 1905, when the reserve was impaired to the amount of \$6,707,000. Two weeks prior to that date, however, Aug. 12, 1905, occurred the greatest deficit in the history of the associated banks, amounting to \$15,500,000.

## HOW DIPHTHERIA IS CONTRACTED.

One often hears the expression, "My child caught a severe cold which developed into diphtheria," when the truth was that the cold had simply left the little one particularly susceptible to the wandering diphtheria germ. When Chamberlain's Cough Remedy is given it quickly cures the cold and lessens the danger of diphtheria or any other germ disease being contracted. For sale by all druggists.

# Made in New York

WEAR Alfred Benjamin & Co. Clothes —the best Clothes that can be made —and you will never be asked: "Where did you buy them?" but "Who's your Tailor?"

All the difference between Style and a copy of Style.

Correct Clothes for Men

Exclusive Agent Here.

Poulton, Madsen, Owen & Co.

111-113 Main Street

## BELGIAN WORK PEOPLE.

Hours of Labor Extend From Six in Morning to Seven in the Evening.

The hours of labor in Belgium are very long. The laborer commences work at 6 a. m. and ceases work at 7 p. m., with the usual breaks for meals. He is paid according to the trade in which he is employed, on the average 7 cents to 9 cents per hour for 10 hours, and for additional two hours 25 per cent increase, making his daily wage from \$1 cents to \$1.08 for 12 hours. Children begin their life work at the age of 12 years, and as regards hours for child labor, the law states that no child under 16 years of age shall be kept at work for more than 12 hours a day. A Belgian statistician estimates the average earnings of an artisan at about \$100 per year, which includes child labor. I am informed that there are numerous factories in this country which have been established by British firms owing to the very low rate at which labor may be secured here.

## Sixteen Years

Established in this city. Why take a chance by buying elsewhere. Mehezy the Furrier, Knutsford.

## INDIAN RUG MANUFACTURE.

American Control a Large Number of Factories.

Consul General William H. Michael reports from Calcutta that American enterprise within the last few years has given an impetus to the manufacture of rugs in India.

In 1905-6 there were manufactured in India and exported carpets and rugs to the value of \$1,900,000, of which \$1,500,000 in value went to the United Kingdom and \$400,000 in value to the United States. Most of the finest rugs that were shipped to the United States of Indian manufacture, were made in factories controlled by American capital. One firm alone controls 10 factories, one each in Kashmir, Hyderabad and Bikhim, the others being scattered over two-thirds of India. This firm employs 15,000 people, half of whom are females engaged in spinning and the other half on the hand looms.

Practically all of the rugs made by this firm are manufactured on designs that were worked out in the United States, and are intended to meet the American demand. The colors used are indigenous, purely vegetable, and are prepared upon formulas that have been handed down for centuries from father to son. This firm would be glad to do its manufacturing in the United States, but it has been found to be impossible to induce any considerable number of expert rug makers to emigrate to the United States even if there were no legal difficulties in the way, and it is impossible to induce Americans to engage in making rugs by hand as they are made in India, so that it should be a matter of genuine pride to Americans to know that their countrymen are leading in the enterprise of rug making in India and are the first to enter the domain of Tibet to engage in manufacturing.

While the rugs are not of purely oriental design, yet to a cultivated taste they are much more artistic than the oriental rugs. This firm, however, is able to imitate the antique oriental design so perfectly that the only difference discernible to the average person would be possibly the higher finish of the imitations. There would be the same number of knots to the square inch, the same colors, prepared of the same ingredients, and the same designs.

## and the work would be done precisely in the same way that the oldest rugs were made.

The rugs for the United States trade are mostly made on designs prepared by American artists. The carpets and rugs sent to the United Kingdom are made by natives, who sell to brokers for export. Some of these goods find their way through London into the American market, and are offered for sale as superior Indian rugs, which they are not. As a matter of fact, this class of goods has greatly injured the reputation of Indian rugs, than which, when made under the scrutiny of American superintendents, and as the Indian rug makers delight to make them, no finer or more durable ones are made anywhere.

Leads Them All For style and beauty. Mehezy's famous furs, Knutsford.

## SUMMONS.

In the District Court of the Third Judicial District of the State of Utah, County of Salt Lake, August Gattiker, Plaintiff, vs. Marie Gattiker, Defendant. The State of Utah, to the said Defendant: You are hereby summoned to appear within twenty days after the service of this summons upon you, if served within the County in which this action is brought, otherwise, within thirty days after service, and defend the above entitled action; and in case of your failure so to do, judgment will be rendered against you according to the demand of the complaint, which, within ten days after service of this summons upon you, will be filed with the clerk of said Court.

JOHN M. CANNON, Plaintiff's Attorney.  
AUGUST GATTIKER, Plaintiff.  
312 Templeton, Salt Lake City, Utah.

# HAMILTON'S Smart Shop

For the Holiday Specials.

Gowns, Suits, Evening Wraps and Novelties. Accurate fits and styles is a science.

The Style

It's individuality, it's artistic merit, it's strength.

All determine satisfaction with OUR PATRONS.

Hats One-Half Off This Week.

Our business being so satisfactory enables us to give some GREAT BARGAINS.

Our Stock is Not Broken.

We have Elegant Goods at Greatly Reduced Prices. Coats, Suits and Furs. Christmas Novelties in Silk Hosiery, Neckwear and Belts.

216 SOUTH MAIN ST.

Correct Dress for Women.

216 SOUTH MAIN ST.

# THE RUSH CONTINUES AT HAMILTON'S DECEMBER SALE

Every year, about this time, we offer greater values than are usually to be found. Our offerings include the season's best in Mens' and Boys' Suits, overcoats, trousers, hats, shirts, neckwear, sweaters, underwear, Hosiery, etc., etc. WE SIMPLY HAVE A LARGE AND MAGNIFICENT STOCK TO CHOOSE FROM AND WE'RE GIVING OUR PATRONS A CLEAN CUT OF 15 TO 25 PER CENT OFF Now is the time to save money by Spending it. Our sales always ring true.

WHAT YOU WANT ARE BARGAINS! BARGAINS!! COME AND GET THEM. WE MENTION A FEW CUT PRICES.



## BOYS' SUITS

A Fine Variety to Select From But Don't Delay

Don't for a moment think of missing this sale.



## Men's and Young Men's High Class SUITS AND OVERCOATS

Single and Double Breasted Styles, Correct in Cut and Perfectly Tailored. All the Latest and Newest Fabrics and a large assortment to choose from. Every Garment Guaranteed

IT'S YOUR SUIT AND OVERCOAT OPPORTUNITY

\$10.00 Suits and Overcoats at	\$ 8.00	\$20.00 Suits and Overcoats at	\$16.00
\$12.50 Suits and Overcoats at	\$10.00	\$22.50 Suits and Overcoats at	\$18.00
\$15.00 Suits and Overcoats at	\$12.00	\$25.00 Suits and Overcoats at	\$20.00
\$16.50 Suits and Overcoats at	\$13.20	\$27.00 Suits and Overcoats at	\$22.00
\$18.00 Suits and Overcoats at	\$14.40	\$30.00 Suits and Overcoats at	\$24.00
		\$35.00 Suits and Overcoats at	\$28.00

## His Christmas Smoking Jacket

We've a fine line of these luxurious garments. Note the saving:

\$ 6.00 Kinds at	\$4.85
7.50 Kinds at	6.35
8.00 Kinds at	6.55
9.00 Kinds at	7.35
10.00 Kinds at	8.35
11.00 Kinds at	9.35
12.50 Kinds at	10.95
15.00 Kinds at	12.45

# HAMILTON & CO. CLOTHES TO MEN and BOYS 45-47 MAIN ST.