

Blacksmiths Garner Shekels While Horses Slip on Streets

There is not a blacksmith in the city of Salt Lake who is not at the present time wearing a broad and illuminative smile. He is not getting much sleep these days but he is certainly gathering the money. Every afternoon the man beneath the far-famed spreading chestnut tree carries to the bank a very plethoric bag from which comes a merry jingle which is in perfect consonance with the expression on the face of the carrier.

These are halcyon days for the man at the anvil. He has made a deal with the weather gods and their common object of assault has been the poor town-trodden animal called the horse. The list of but all of them, all of these beasts of burden, have been very much "up against it" for several days past and they are not yet out of hot water. It's simply a case of rough shod. The blacksmith shops simply cannot handle the trade. Before a shop on Fourth South this morning there was a line of horses which extended for half a block. Every man who knows how to pare a hoof and set a nail is in demand and there are not enough. The forges are glowing far into the night

and the whang of the hammer is heard far and wide.

A horse hasn't a chance on earth to stand on his feet on the paved streets of the city under the present conditions. And as for pulling a load after him it is simply a travesty. He buckles into his collar and has all the willingness in the world but the first thing he knows he is down on the slippery street and then his driver has to get down and go through all sorts of stunts, accompanied by sage suggestions of bystanders, before the animal can be brought to an upright position.

During the last few nights all sorts of well meaning parties who were on pleasure bent in the shape of sleighing parties and who, unwise, desired to exhibit along Main street, were brought to grief because their horses were not as well equipped as themselves. There was much merriment along the main business artery of the city but there were no particular fatalities. It looks as if, according to the weather man, there will be no cessation in the conditions and that the blacksmith shops must still ply until the sun renews his ordinary labors and frees the ice-covered streets from their slippery burden.

Cross hospital, and as no one claimed his body, it was sent to the University of Utah, "for the purpose of scientific work." Chief Barlow, it is said, learned that Murtie's body was at the school, and on identifying the body, Prof. John Sundwall of the department of anatomy promised Chief Barlow that he should be given Murtie's skull and bones. The dissection of the head and arms, after a long period of what the medical students call "pickling," was finished last week, and the bones were "prepared" and taken down to Chief Barlow. It is said that the remainder of Murtie's skeleton will be turned over to Chief Barlow at the close of the year.

Murtie's skull and arm-bones are stuck up in the office of the chief of police, and form one of the most revealing spectacles of that chamber. Possibly it is hoped by Barlow and Chief of Detectives George Sheets that this new addition will prove effective in increasing the fear of suspected criminals, thus causing them to "come across" during the "third degree" after other portions of the "sweet box" process have failed to "deliver the goods." Poor Murtie's skull and bones, like an enormous poison label, are so much the "real thing" that they eclipse all other choice "fear generators" in the chief's section at headquarters. The other exhibits include such gay mementoes and fond remembrances dear to the detective's heart, as pieces of rope with which notorious murderers have been hanged, handcuffs used on celebrated criminals, daggers, knives, "blows," revolvers and weapons of every description which have been taken from desperate crooks, "Oregon boots" and other instruments of exquisite torture.

The grade of intelligence which reveals in the delight of the ghouls and grave-robbers might be expected to find humor in such a ghastly "joke."

But the people who knew Murtie are enraged at the horrible farce, and demand that the old man's bones be given shelter in a decent place. Why Chief of Police Barlow should be given Murtie's bones to make a Roman holiday, no one knows.

Edward Murtie was an inoffensive old man, who never harmed any one. Just because he happened to be unfortunate enough to die a pauper is the apparent reason why his bones and skull should be employed as a fun-making machine at the police station. Murtie in his younger manhood was a man of education and refinement, and had been prepared for the Catholic ministry in Ireland. He led his flock for about 15 years, and then fell from grace because of liquor, having fallen a victim of its lure after a disheartening love affair wrecked his happiness. Whisky ruined his career and ended his life at the last. He was a well known character about town and a regular visitor at police headquarters.

Homeless, friendless and alone, without a helping hand to save, Edward Murtie went to a drunkard's death. But instead of arousing pity in the hard hearts of the police station contingent, the awful tragedy of the man's closing years and pathetic death only became distorted into a horrible jest, and his skull, decapitated from the body, is stuck up in order that visitors at Chief Barlow's office may gaze at his grinning jaws.

Poor Ed. Murtie's Bones Are Used by Barlow for Ornament

The ancient Saxon drank the blood of a slaughtered enemy out of his skull, in celebration of victory; the Australian bushman made a poison blow-pipe for his deadly darts out of the tibia of his murdered foe; the Patagonian and the Fiji islander showed their savagery by wearing the bones of rival tribes killed in battle, as ornaments; but it remained for the twentieth century to produce a man who would sport the bones of an unoffending old man in public, and make of them a "skull and cross bones," an insignia of poison and death.

Chief of Police Samuel Barlow has given another exhibition of his peculiar

sense of humor by flaunting the skull and bones of poor, old Edward Murtie as a merry jest for the passing show. The exact point of the "joke" in this case is scarcely obvious to a man educated to an observance of the decencies. Those who knew the unfortunate Murtie in life revolt with horror at the desecration.

Chief Barlow has been quoted as saying that "the only reason he wanted Murtie's bones was because the old man, with the incoming of each chief would say: 'Well, begorra, I was here before you, and I will be here when you leave,' and the chief desired to make his word good by having his bones remain at the police station."

Murtie died early last spring at Holy

SALT LAKE SHIPPERS MUST PAY FREIGHT

Local Manufacturer Shows How Coast Competitors Have Advantage of More Than 100 Per Cent.

"A striking example of how Salt Lake shippers 'must pay the freight' is shown in a freight bill for goods now on the way," said the representative of a prominent manufacturer today. "The bill is for a carload of cotton piece goods, including domestics, sheetings, etc., and the shipment is coming by way of water from New York to Galveston and by A. T. & S. F. and D. & R. G. to Salt Lake. There are 60-36 pounds in the car and the rate is \$2.25 per cwt., or a total bill of freight for the shipment of \$1,367.56.

"If this shipment had been consigned to manufacturers on the Pacific coast, at either San Francisco, Portland, Seattle, or Los Angeles, the rate would have been 100 per cent. less, or total freight charge of \$683.78, and this, too, for all-rail service. The Salt Lake manufacturer, for all-rail service on the same shipment, would have been compelled to pay in freight charges the sum of \$1,773.92."

MAJOR HINE IN TOWN.

Originator of Unit System of Rail-roading Is Old West Pointer.

Maj. Charles Hine of the Union Pacific road is in the city today, en route to the Pacific coast, from Chicago where he is an officer on the staff of Julius Kruttschnitt, his department being that of organization and methods. The major is a recognized organization expert, the author of the recent and desirable change in the scope of authority of subordinate officials by which much red tape was dispensed with, and officers hitherto restricted to certain localities in their administrative powers, were given general jurisdiction, which results in an official with authority to act being present at all the more prominent centers along the line.

Maj. Hine is a West Point, '91 graduate. He was assigned to the Sixth Infantry then at Fort Thomas, Ky., and improved the opportunity to take a course in the Cincinnati law school, and was admitted to the bar in 1893, while a lieutenant. He resigned his commission in 1895 and took to railroading, beginning as a freight brakeman on the C. & St. L. road. Maj. Hine climbed up, step by step, next as switchman, yardmaster, conductor, chief clerk, trainmaster, assistant superintendent, right of way agent and general superintendent, besides holding various staff positions. During the Spanish war he served as a major of volunteers in Cuba. In 1900 Maj. Hine was inspector of safety appliances for the Interstate Commerce commission, and in 1907, conducted a revision of business methods of the department of the interior at Washington. After filling other important stations, the major was appointed to his present position where he originated "The Hine system of organization," recently established on the Harriman lines.

TELEGRAPHERS WANT STRIKE.

Cincinnati, Dec. 14.—Railway telegraphers employed by the Baltimore & Ohio Southwestern railroad, in demanding a new wage scale and a change in working conditions, are meeting with the same opposition from the company as are the Big Four telegraphers in their demands. It was announced today. It is understood the Baltimore & Ohio men were for a 15 per cent increase.

C. C. Bent, general manager of the Baltimore & Ohio Southwestern, declared the demands are unreasonable after the company carried the men on the pay rolls at the present schedule during the financial depression of 1907. The Big Four telegraphers have not yet completed their referendum vote on a strike, but 90 per cent of the votes that are now in favor of a strike and two-thirds of the total have voted.

JAMES J. HILL WANTS MORE.

Spokane, Wash., Dec. 14.—James J. Hill of the Great Northern railway, and Howard Elliott, president of the Northern Pacific, arrived here today and held a conference with Jay P. Graves, president of the Inland Empire system. The purpose of the conference is said to be the completion of details for the Great Northern to take control of the Inland Empire system, which controls electric lines running from this city to Coeur d'Alene, Colfax and Moscow, Ida., and several miles of street railway in this city. Messrs. Hill and Elliott are en route to Portland, Or.

MEN RETURNING TO WORK.

Butte, Mont., Dec. 14.—The Brotherhood of Railway Trainmen of Butte, who, without an order from their national union, but unofficially and in sympathy with local members of the National Switchmen's union, went on strike Dec. 1, closing some of the mines in Butte and throwing 3,000 men out of work, will return to work tomorrow.

Vice President McIntyre of the B. R. T., so states this afternoon. As only three members of the switchmen's union are out here, normal conditions will be restored and the mines here and the smelters in Great Falls are expected to resume within a few days.

ARBITRATION PREFERRED.

Chicago, Dec. 14.—A second conference between railroad managers and representatives of the switchmen's union was held today, but the committees have not begun actual business. The managers, it is said, will stand out against any wage advance, preferring to take their chances with an arbitration board.

A committee representing trainmen and conductors on all the eastern roads will meet here Friday to canvass a vote recently taken on the question of demanding a uniform schedule and a general advance to bring wages on eastern lines up to the standard that prevails west of Chicago.

TWELVE NEW MEN.

Seattle, Wash., Dec. 14.—The Northern Pacific today employed 12 experienced men to take the places of striking switchmen, according to Supt. of Terminals C. E. McMullen. The new men came from Portland and Canada. The Northern Pacific now has 18 engineers and crews at work.

PLANS FOR REFORESTATION.

Chicago, Dec. 14.—The purchase of timber lands and their reforestation by the railroads of the United States was urged by Gifford Pinchot, chief forester of the department of agriculture, at a conference here today of presidents and officials of the leading railroads. Mr. Pinchot suggested this scheme as a means of preserving the forests and at the same time to provide railroad ties and posts for future use.

Replying to the suggestions by Mr. Pinchot, President Mudge of the Chicago, Rock Island & Pacific declared that in view of the possibility that within 50 years the railroads might be under government ownership, the national government should provide for the future needs of the railroads.

SPIKE AND RAIL.

Rates Same as Other Lines.—Supplement to the international bureau freight tariffs have been received in this city, including those of the Western Pacific. As was anticipated, the Western Pacific's rates do not differ materially from the other lines.

New Motor Car.—The International Smelting & Refining company's 40 passenger gasoline motor will be in town Wednesday. It is to be used to carry

workmen in place of the steam train which can then be devoted entirely to freight.

HANCHETT TO LECTURE.

Lafayette Hanchett will lecture to the students in mining at the University of Utah this afternoon beginning at 4 p. m. His subject is "The Caving System of Mining," and promises to be very interesting.

esting coming from so prominent an expert in modern methods of ore extraction.

Miss Maud May Babcock leaves this afternoon to visit with relatives in the east and to pursue special work in elocution while in the east. During her absence Prof. Harold Goff assumes her duties, while Mr. Goff's place is being taken by Mrs. Henderson.

The medical students tolled yesterday with perplexing queries from inquisitive professors regarding matters professional.

The written examination continued for three hours and is being followed today with practical work in dissection under the direction of Drs. Sundwall and Gill Richards of the medical faculty and student instructors Shields and Snow.

The final tryouts in the Oregon debate will occur at the assembly hall tomorrow evening with the affirmative side of the selected question represented by Parry, Hamren and Anderson and the negative upheld by Woodbury, Draper and Johnson.

Hardware Presents

Don't forget the Boy's Tool Chest. Nothing makes a better present for the boy than tools. We certainly have a fine assortment this year and at prices within the reach of all. We also call special attention to our boys' lathes. As perfect in construction as any machinist's and at a price which will surprise you. Come in and look them over.

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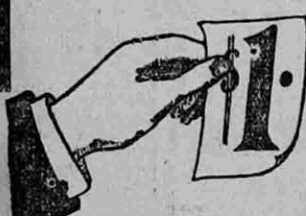
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