

## E. A. GREENWOOD IS PROMOTED

Assistant Cashier of the Denver  
& Rio Grande Gets a  
Boost.

SUCCEEDS CAPT. W. F. COLTON

As Cashier of Gould System—Capt. Colton  
is Now Traveling in Europe  
For His Health.

E. A. Greenwood, who for the past 17 years has been connected with the Rio Grande here, has been appointed cashier of the Denver & Rio Grande railroad with headquarters in the Dooly block, succeeding Capt. W. F. Colton, whose resignation was announced a couple of weeks ago in the "News." Capt. Colton is now said to be traveling in Europe and will be absent from the Rio Grande for a year. He is traveling for his health. Capt. Colton, whose presence as a witness was requested during the sessions of the interstate commerce commission investigation here, prior to the springing of the Utah coal land frauds sensation, was an almost constant resident of Utah since 1882. Mr. Greenwood is well known here as being an able and capable official who for years has been connected with the railroad's office and is thoroughly in touch with affairs of the Rio Grande. His many friends will feel to arise and extend congratulations.

### SPEED MANIA.

Recent San Order of the Burlington  
Discussed by Technical Paper.

The Railway and Engineering Review has the following to say editorially on the subject of speed mania: "The Burlington road has taken a commendable step in coming out authoritatively for safety rather than speed in the matter of train speeds. It will require increased attention from train and station crews to reduce the danger of accidents and to make some lessened economy of locomotive operation to enable schedules to be made under the restrictions set by the order. The management will also be provided with an additional incentive to keep the line in shape for uniform speeds throughout, by having such measures as will oblige and non-stop stations at high speeds. These considerations involve expenditures of time, money and constant attention, yet the move is emphatically in the right direction. Weeks ago cost enormously, in the many ways brought sharply to mind in recent occurrences.

"That this matter of speed rivalry has led many lines to pass the limits of safe operation will be readily admitted by most railway officials, and the danger of applying solely to single track Western roads. One several occasions during the past few months while riding over some of the most beautiful Western lines, we have been awakened from a sound sleep by bursts of speed which could only be characterized as utter recklessness under the circumstances. "We have heard of the public demand in this regard, but the average person does not care as much about the time involved in the transit as he does the safety of the trip. He is not willing to wait a fast schedule, particularly when the latter is plainly uncertain of accomplishment. The haste to which an instance of the haste to which railway officials will go in order to satisfy ill-judged managerial orders is a speed proposition, we may cite actual cases. A "flyer" service was introduced to include a service which had not been constructed long enough to have a solid roadbed. Engineers would find new "soft" every trip, hence the card established could not be made and the engineers considered reasonable safe running. The superintendent called on the master mechanic and stated that he "wanted that card." If the men on there would not "take it," he "wanted men put on those spots who would." The traveling men rode the engines several days and after spurring up the men putting the superintendent's proposition up to them, reported the card for safe running by 12 minutes over one division and by 15 minutes over the other. The master mechanic then rode one of the engines himself and concurred with the traveling engineer. In conference with the master mechanic over this report, the superintendent stated that he was not concerned about that. The card was there to be made. "All the time is that those fellows haven't the nerve enough. I want men put on those runs who'll make that card." He required the putting of one of the men in the ditch, the resultant testimony showing the accident to be

entirely due to unsafe speed, to get the card lengthened as recommended in the first place. The incident is cited to show how essential it is that general officers exercise their judgment in the proposition, for railway discipline is so narrow that the minor official seldom considers it his prerogative to exercise a sufficient discretion. Hence we commend the Burlington management for going at the matter in the proper manner."

### TRACKLAYING JAN. 1.

Work of Laying Steel is to be Commenced on Pioche Branch.

Frank A. Walters, general right-of-way agent of the Salt Lake Route, while here yesterday visiting the offices of the various mining companies interested in the Pioche district and is reported to have made the statement that the laying of steel will commence on the Pioche branch on Jan. 1, or as soon after that date as possible.

### JOHN NELSON RESIGNS.

Rate Clerk for D. & R. G. Goes to the Utah Consolidated.

John Nelson, rate clerk in the freight department of the Denver & Rio Grande here, has resigned to accept a good traffic position with the Utah Consolidated Mining company in charge of railroad freight affairs. Mr. Nelson is well known in local railroad circles and has been connected with the Rio Grande for the past five years. His successor has not yet been appointed. His resignation makes the second within the past 30 days in the same office, both men taking traffic posts with mining companies.

### REASONS FOR CAR SHORTAGE.

New York, Dec. 19.—B. F. Yoakum, chairman of the Rock Island and "Trust" committee, and Robert Mather, president of the Rock Island company, who with other officials of the road recently made a trip of inspection over the company's lines, returned to New York yesterday. General conditions along the lines of the two systems were, they reported, satisfactory.

Referring to the car shortage, which in some parts of the country has caused serious embarrassment and in a few cases actual suffering, Mr. Yoakum said that this was due to the enormous amount of traffic and partly to the lack of sufficient terminal facilities.

### "THE OLD RAILROAD PASSES."

Parody on "The Old Oaken Bucket" Which is Making a Hit.

The following parody on "The Old Oaken Bucket," which rumor has it, has been stolen practically bodily from the Chicago Record-Herald, is now being sung with great gusto by the Railroad Row Chicago singers:

How dear to my heart are the old railroad passes,  
As fond recollection presents them to view;  
The passes that lifted me over the masses,  
The "trips" and the "round trips," too;  
The O. S. L. pass, and the Union Pass,  
The passes I've had on the D. & R. G.

The San Pedro pass that with thought befitting  
I gazed upon once, as 'twas handed to me;  
Oh, beautiful passes, oh, dear railroad passes,  
Which noble officials once issued to me!

Those small strips of paper I always  
Will treasure;  
Although no conductor will honor them now;  
Ah, once they were sources of exquisite pleasure.

And still they send happy thrills through me, somehow,  
I've ridden on passes from ocean to ocean,  
I've traveled in Pullman and parlor cars free;  
Alas, why did Hoyburn conceive the wild notion

Of giving dear railroad passes from me?  
Oh, beautiful passes, oh, glorious passes,  
The passes that brought so much comfort to me!

They tell me 'tis useless to hope for a minute  
That ways may be found of evading the law;  
There's not the least sign of a loophole within it.  
I drown and may not even clutch at a straw!

Behold me a victim of sad contemplation,  
A future all dismal and passless I see;  
The boys that accompany free transportation  
They've ruthlessly taken forever from me!

Farwell to the passes, the dear railroad passes  
That never again may bring gladness to me!

THE SPIKE AND RAIL.  
The Rio Grande now has six trains a day running between the various smelters and the Garfield townships.

A report comes from Denver that the Union Pacific will open both the Ogden and Denver gateways in a few days.

J. Y. Callahan, general agent at Chicago for the Nickel Plate, accompanied by C. R. Johnston of the same road at Denver, is in town today.

T. A. Dempsey, superintendent of dining car service for the Denver &

## MAYOR SCHMITZ READY FOR TRIAL

The Announcement Apparently  
Was a Surprise to Abraham Ruef.

SPRECKELS AGAIN ON STAND.

Was Anxious That United Ry. Did  
Not Control San Francisco  
Streets.

San Francisco, Dec. 17.—Mayor Eugene E. Schmitz announced in court today that he was through with delays and was ready for trial. This statement came apparently as a surprise to Abraham Ruef, who promptly leaned over and conferred in whispers with his attorneys.

Rudolph Spreckels was again on the stand today. Atty. Ach questioned him at length concerning a street car system that Mr. Spreckels and his father contemplated building. The witness stated that he considered building a road, because, as a citizen of San Francisco, he objected to seeing the streets of the city turned over to the United Railroads or any other corporation or person.

"I wanted to prevent the city giving away a valuable franchise," said he. "We planned to build an opposition system to block the scheme."

Ach attempted to get Spreckels to admit that he was interested in a water project.

"Did not you and your father, Claus Spreckels, call on the mayor and discuss a water system, and did not the mayor tell you that because of your interest in the Valley railroad, he doubted if the supervisors would grant your franchise?" asked Ach.

"No," was the answer. "The mayor made no such statement. We had no thought of asking for a water franchise."

Ach then tried to find out who retained Hiram Johnson to assist the prosecution, but objections were interposed and sustained. Numerous questions concerning Spreckels' relations with Secret Service Detective Burns also failed to elicit information.

When the Schmitz end of the case arose, a movement similar to that made by Henry Ach yesterday was made by Atty. J. C. Campbell, on behalf of Mayor Schmitz. He desired, he said, to prove that Henry was guilty of improper conduct. On behalf of Schmitz, he entered an exception to the ruling that the indictment could be attacked only on statutory grounds. Rudolph Spreckels was recalled to the stand.

"I guaranteed \$100,000," he stated, "and attempted to raise a sum by public subscription."

He was asked several questions, to which objections were offered and sustained, whereupon Atty. Campbell announced that the motion was submitted and that his client was ready for trial.

After Rudolph Spreckels was excused, James D. Phelan was called for but was not present in the courtroom, and it was found that the subpoena had not yet been served on him and his name was passed over for the present.

Robert D. Duke was next called to the stand. He testified that from January until October he was a deputy in the district attorney's office. Henry Ach then attempted to elicit that Duke had resigned from the office to make room for Henry, that he still continued to draw his salary and that he will resume his position when the investigation is over. Judge Dunne sustained Hiram Johnson's objections to all these questions, and Duke left the stand without giving any further testimony.

Francis Oiler, managing editor of the San Francisco Bulletin, was placed on the stand this afternoon. He was asked a number of questions by the defense as to the manner in which his paper had handled the news of the grand jury indictments and the trials going out of them, but the prosecution objected to the answering of his questions and the objections were all sustained by the court.

Rio Grande, is numbered among the visitors from Denver today.

The Oregon Short Line tonight will put into service an additional sleeper to Boise to take care of the increased travel between this city and Idaho points.

The irrepressible H. H. Dunn, formerly traveling passenger agent of the Oregon Short Line, now vice president and general manager of the Payette Valley railroad, has come to town to spend the Christmas holidays.

C. W. Watts, formerly manager of the Watts Construction company, has quit the railroad building business, sold his scrapers and teams and gone into mining in Nevada.

H. S. Kerr, superintendent for the Cerro de Pasco, left yesterday for Mant, where he goes to spend the Christmas holidays prior to his return to Peru.

Two passenger trains on the Union Pacific were ditched on Monday. No. 7, westbound, was derailed west of Cheyenne, and No. 8, westbound, was derailed east of that point. Beyond a few bruises no one was hurt.

General Supt. A. E. Welby accompanied by Assistant General Freight Agent S. V. Derrah and Supt. George Geiger of the Rio Grande left this morning on a special for Bingham and Garfield.

Charles R. Miller, train agent for the Salt Lake Route out of Los Angeles, is here today shaking hands with his old-time acquaintances on the Oregon Short Line. He reports that the Salt Lake colony in Los Angeles is fat and saucy.

## PRESIDENT HAS NAMED RIDDLE

Servian Minister Will Succeed  
Meyer as Ambassador  
To Russia.

CAN HE STAND THE EXPENSE?

Two Bills in Congress to Abolish All  
Negro Regiments—Tillman Says  
Roosevelt's Action Unfair.

### Special Correspondence.

Washington, Dec. 15.—President Roosevelt has stolen a march on official Washington in his decision to have John W. Riddle, now United States minister to Servia and Roumania, sent as ambassador to Russia, succeeding George von L. Meyer, who is to take the postoffice portfolio in the president's cabinet when George Bruce Cortelyou becomes secretary of the treasury. More or less general information concerning other diplomatic changes had been available for some days, but the announcement that Mr. Riddle would represent America at St. Petersburg came as a complete surprise. Although the honor conferred on him is one which any man would welcome, Mr. Riddle hesitated a long time before deciding to accept. He is not wealthy, and, as is well known, American ambassadorial posts are not for poor men. All our ambassadors and many of our ministers are compelled to draw heavily on their private incomes in order to maintain their establishments, the salaries and allowances made them by the government not being sufficient to even pay expenses. A man who is appointed to a high place in the diplomatic service of this country must either pay for the distinction out of his own pocket or else permit his establishment to suffer in prestige. Representative Longworth of Ohio, the president's son-in-law, is urging the passage of a bill which will remedy this condition of affairs to some extent, but the chances are decidedly against any early action in the premises.

LABOR FEUD GROWS.

The feud between Samuel Gompers, president of the American Federation of Labor, and the congressmen whom he unsuccessfully tried to defeat in the last election is increasing in bitterness. Mr. Gompers believes that some of the congressmen in question are responsible for the initiation of a movement which has resulted in thousands of resolutions favoring ship subsidy being sent to Washington by labor unions from all parts of the country in spite of the fact that the American Federation of Labor during its last annual convention vigorously upheld Mr. Gompers' opposition to the subsidy plan. An investigation has been set on foot for the purpose of discovering whether or not this is true, and if it is shown to be Mr. Gompers' feeling against Representative Littlefield of Maine and others naturally will be intensified. In the meantime Mr. Littlefield is taking advantage of every opportunity to get even with the labor leader. One of his latest performances was a speech to the men's club of a local church, which he consented to give on the distinct understanding that no reporters be admitted and that his remarks be kept secret. The meeting was held behind closed doors, but of course most of the things Mr. Littlefield said leaked out and were published. As they were not in any sense complimentary to Mr. Gompers he is more anxious than ever before to "get even" with the Maine congressman.

TO ABOLISH NEGRO REGIMENTS.

Texas congressmen will exert every effort during the present session of Congress to bring about the enactment into law of one of two bills which seek to repeal the existing statute providing that four regiments of the army must be composed of negroes. The introduction of these bills, one by Representative Slayden and the other by Representative Garner, resulted from the trouble at Brownsville, Tex., last summer in consequence of which the president dismissed the entire battalion of negro troops said to have been implicated. The president and Secretary of War Taft are very positive in the stand they have taken against the negroes, and despite the great pressure which is being brought to bear by influential men in and out of Congress there does not appear to be the slightest chance of any of the discharged men being reinstated. Many Republicans fear the political effect of the incident will be bad, especially in states and congressional districts where colored voters are a material factor. Some others, both Republicans and Democrats, criticize the president's action because they say it is unfair, unlawful and unjust. Senator Tillman of South Carolina is one of these. Most of the other senators and representatives from the south uphold the president.

MRS. LONGWORTH'S HUSBAND.

The friends of Representative Nicholas Longworth, the president's son-in-law, are telling a story the other day which indicates who is the head of the house of Longworth. Mr. Longworth wished to serve cigars to some callers. He couldn't find the key to his humidor and asked the butler for it. "Sorry, Longworth has it."

Whereupon Mrs. Longworth's husband sent out for the cigars.

ISLE OF PINES GOES OVER.

The Isle of Pines treaty, which seeks to settle the title to the small island of that name near the Cuba, will not be taken up this session. The situation in Cuba is too uncertain to warrant action, influential senators think.

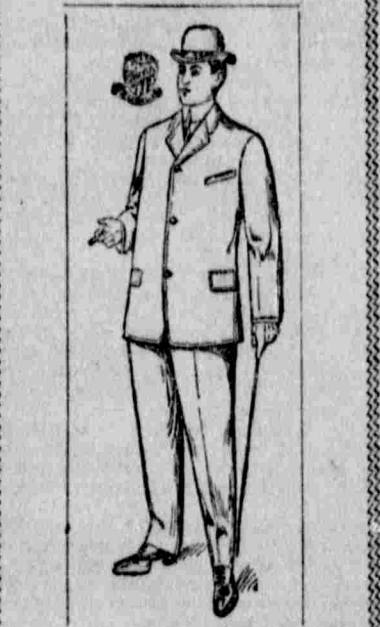
AMERICA'S FIRST MARINE ENGINE.

The picture shows the model of the first steam engine ever used in this country. In 1792 a small engine built from this model was used to propel a boat on the Connecticut river. That was seven years before Fulton built his steamboat. The model is less than a cubic foot in bulk.

**KNABE.**  
We are sole agents and invite your inspection of our handsome display.  
**Beesley Music Co.,**  
46 S. MAIN.

## THE BEST CHRISTMAS GIFTS!

There is nothing in the world that would make a better Christmas gift for a man than one of our House Coats. It would be simply an IDEAL CHRISTMAS GIFT.



"He'll" be sure to like his TIE, SUSPENDERS, MUFFLER, HANDKERCHIEF, GLOVES, HAT, SWEATER, FANCY VEST, UMBRELLA, OVERCOAT, RAIN COAT OR SUIT, IF IT COMES FROM HERE.  
Any one of the above articles would make an ADMIRABLE CHRISTMAS GIFT.

## BARTON & CO.,

45-47 Main Street,  
Clothing to Men & Boys

## AUDITORIUM Richards Street.

### Tyler & Burten

All this week, Matinee Wednesday and Saturday.  
Miss Beesley Burton and Mr. Tyler proved so extremely attractive when at the Auditorium some weeks ago, that the management has induced them to play a return engagement for this week. This will be their last appearance in Salt Lake.



The management respectfully invites mothers and fathers to pay a visit to the Auditorium and judge for themselves the manner in which the big risk is managed—also to note the class of patrons.

Cures Biliousness, Sick Headache, Sour Stomach, Torpid Liver and Chronic Constipation.  
Pleasant to take  
FOR SALE BY F. J. HILL DRUG COMPANY, SALT LAKE CITY.

ESTABLISHED 1864  
**F. Auerbach & Bro.**  
ONE PRICE TO ALL NEVER UNDERSOLD

## A HAPPY SATISFACTION Christmas Shoppers

Lights up the faces of  
here caused by the pleasure of finding the right articles so frequently for less than the expected price.

## THURSDAY SPECIALS!

**DOLL SALE**  
43c each  
Fancy Hose Supporters  
Special for Xmas Gifts.  
75c Values at 49c.

For choice of a great line of pretty jointed dolls, with movable eyes, head, arms and legs, completely dressed, measuring 17 inches from toe to tip, here a special for Wednesday and Thursday, offering choice of the best 15c dressed dolls for each..... 43c

**FANCY TAPESTRY CUSHION COVERS.**  
Finished with tassels on all ends; value 40c; special for Wednesday and Thursday at, each..... 19c

**WHITE LINEN TABLE CLOTHS**  
With drawnwork borders all around; 24 yards long; value \$2.00; special for Wednesday and Thursday at, each..... \$1.18

**BOYS' OVERCOATS.**  
Age 3 to 8 years.  
Just arrived for Xmas, a handsome lot of Boys' Overcoats, to be sold these two days at prices never before paralleled. A look at this lot of Boys' Coats will convince the customer they are real bargains at the following prices—  
\$2.50 \$2.75 \$3.00  
and \$3.50

**Boys' Two-Piece Suits.**  
AGE 9 TO 16 YEARS.  
Very nobby patterns in Mixed Tweeds. All latest styles. A splendid suit, worth \$2.75, for 2 days only they go at \$2.00 even.

**Our Cloak Dept**  
ON THURSDAY  
We Will Clear Out All of Our  
\$20.00 and \$25.00  
SUITS at \$9.00

A beautiful collection, comprising all the newest styles, made of all wool chevrons, serge, ladies' cloth and fancy novelty mixtures, all neatly trimmed and astounding values \$9.00

**Taffeta Silk Waists**  
At \$3.95.  
A new lot of plaid silk and plain taffeta waists, many styles and patterns—\$5.00, \$6.00 and \$7.00 values—for holiday shopping at..... \$3.95

**PRESENTS ARE ALL RIGHT,**  
BUT  
A Stock-Certificate of the "SHOSHONE POWER CO." may be once your widow or daughter's only shield between her and want! It's a paid up Endowment Policy in its highest form—highly profitable, yet

**SAFE AND PERMANENT.**  
Buy this stock now while it is for sale and cheap. Two weeks later it may be too late. For full particulars address:

**ALFRED VON WIESENTHAL, Fiscal Agent,**  
Office, 306 Tribune Bldg., Salt Lake City.

**Silk Handkerchiefs**  
Plain and Initial  
25c to \$1.50

**Linen Handkerchiefs**  
Plain and Initial  
25c to 75c

Handkerchiefs are among the Popular Gifts, for there is one article in which there is little possibility of a displeasing selection.

Give handkerchiefs—good ones—and your gift will be gladly received.

The Plain and Fancy Ideas abound in our Holiday displays.

There is many a gift suggestion in our neckwear stock

Open evenings to accommodate Xmas shoppers who are engaged during the day.

The pleasant and profitable place to trade.

**Siegel's**  
228-230 MAIN.

**ORINO**  
Laxative Fruit Syrup

Cleanses the system thoroughly and clears away complexions of pimples and blotches. It is guaranteed.

FOR SALE BY F. J. HILL DRUG COMPANY, SALT LAKE CITY.

## Beautiful XMAS GIFTS In

Diamonds, Watches, Jewelry,  
Silverware, Cut Glass,  
Clocks, Etc., at

25 TO 50 PER CENT

LOWER THAN THE LOWEST. Come and Convince Yourself.  
Every article guaranteed as represented. Engraving done gratis.  
We will exchange any article after the holidays.

## DIAMONDS

Sold with a written guarantee to refund the full amount paid for them at the expiration of three years, which means you can wear

Diamonds Three Years for Nothing.

Reference: Walker Bros., Bankers.

**I. SIEGEL,**  
Jeweler and Diamond Broker  
175 S. MAIN STREET  
THE POPULAR PRICE JEWELRY HOUSE.