

A Special Message To The Public!

The Auerbach Great Selling-Out Sale of the Entire Winter Stocks Started This Morning.

THIS is not a Clearance Sale of odds and ends. **IT IS JUST WHAT WE SAID:** The Selling Out of Our Entire Winter Stocks. **THIS MEANS** the most astounding sacrifice of Silks, Dress Goods, Trimmings, Flannels, Linens, Draperies, Domestics, Shoes, Ready-to-wear Clothing, Furnishings, Underwear, Hosiery, Children's Dresses, Infants' Wear, and Millinery at unheard of prices. **THIS MEANS** that every article in our establishment is included in this great slaughter of values. **THIS MEANS** that not a single item has escaped the pruning knife. **THIS MEANS** that the prices on everything are shattered to the core. **THIS MEANS** that all profits and losses are at once disregarded. **THIS MEANS** that we intend to empty our heavy laden shelves and counters of Winter Goods quickly. **THIS MEANS** that every vestige of Winter Stock now on hand must go. **THIS MEANS** that a sale of gigantic proportions and

Money-Saving Chances That's Almost Beyond Belief Started This Morning.

OUR ADVICE IS:

Attend the Selling Out of the AUERBACH WINTER STOCKS. Get in Line Tomorrow, quick, and

SECURE YOUR SHARE

ESTABLISHED 1864

Auerbach & Bro.
ONE PRICE TO ALL NEVER UNDERSOLD

PREVIOUS SALES

HAVE BEEN MIGHTY

But Not to be Compared With This One.

Delivery and Salespeople doubled to grapple with the Emergency.

HORACE G. BURT THE RETICENT MAN

Something About the President of
The Union Pacific Who Re-
signed Saturday.

SELDOM TALKED TO REPORTERS

He Was an Indefatigable Worker Who
Hated Publicity—What He Accom-
plished in 30 Years.

Horace G. Burt, whose resignation was announced in Saturday's "News," was the hardest man to interview, not having J. C. Stubbs, of any who came to Salt Lake from time to time. Horace G. Burt, as he is called, was a man who was at the head of a corporation representing hundreds of millions, is a man of marked reticence. From the standpoint of the reporter he was one of the most ignorant men going. He knew absolutely nothing. Once in awhile on rare occasions he would thaw out.

The "News" recalls one occasion when he invited the "boys" into his palatial private car down at the Oregon Short Line yards. It was a hot day and Mr. Burt called upon his porter for lemonade in large flasks. For nearly an hour he chatted affably and then shook hands warmly. That was long ago. After the "boys" compared notes subsequent to the audience they found that they had not enough of a "story" to wad a shotgun.

That was his way. If he knew a reporter was on the track of information that was authentic he would either deny it by saying "it is all news to me" or else would simply walk right over the top of him and appear deeply interested in the scenery or the office furniture.

WOULD TALK PLAINLY.

When Mr. Burt had anything to say he would talk plainly and briefly. On other occasions when questioned as to physical changes contemplated, equipment ordered or other matters he would invariably say, "I have nothing to give out that would interest the general public." The reporter who got an exclusive story out of Horace G. Burt was apt to become spoiled and grow impatient until he became a thorn in the side of the rest of the fraternity. Mr. Burt's aversion to newspaper interviews is known to every city editor and railroad reporter between San Francisco and New York, and when a reporter came into the office with an authoritative interview from the president of the Union Pacific he announced it almost as a triumph.

Characteristic of Mr. Burt's methods, on Monday, Dec. 27, 1897, it was officially announced from New York that Horace G. Burt had been selected to be the president of the Union Pacific. He was in Chicago at the time, and when a newspaper reporter called on him with the news, Mr. Burt said: "I have not been notified, and I do not believe I care to talk until I am officially notified of the appointment." It is interesting to note that when he was officially notified he refused to make the matter known by his inactivity, for up to date he has never talked for publication on the subject.

NEVER SALT LAKE REPORTER.

There was one Salt Lake reporter; he has since graduated to a desk in a newspaper office in the east, who averred that he would get something out of Horace G. Burt—and he did, but not quite along the lines he expected. Goaded by the pertinacity of the young man, Mr. Burt turned on his tormentor a full battery from those steel grey-blue eyes of his and insisted that he be left alone until he became a thorn in the side of the rest of the fraternity. Then the youngster waxed facetious and remarked that he couldn't be so upset upon newspaper reporters were just as much necessary evils of the nineteenth century as were railroad presidents. What Mr. Burt subsequently said about reporters would have made interesting reading.

After all is said and done Mr. Burt is one of the great railroad men of the country today. After he is beneath the ground the Union Pacific will stand as a lasting monument to his capabilities.

BEGAN AT THE BOTTOM.

Horace G. Burt began his railroad career as a chairman in a surveying party which was running a line for a branch of the Chicago & Northwest road in Iowa. He soon left the pioneer party to become superintendent of the construction work. Advance was steady and rapid and he was successively made assistant, then superintendent of the northern Iowa line of the Chicago & Northwestern, and then chief engineer for the whole system. It was acting in this capacity that the first came into general notice

as a railroad man. He laid out the Northwestern switch yards of Chicago, an achievement which attracted a great deal of attention in the railroad world. It was not a great while before Mr. Burt was transferred from the construction to the operating department and he was made general superintendent of the Iowa lines of the Northwestern with headquarters at Boone. From there he went to Omaha to be general manager of the Fremont, Elkhorn & Missouri Valley road, serving for five years in this capacity. From Omaha he was sent to St. Paul to be general manager of the Chicago, St. Paul, Minneapolis & Omaha road. He had hardly assumed this position before he was made assistant to the president—Marvin Hughitt—and third vice president of the Chicago & Northwestern. This is briefly the career of Mr. Burt prior to going to the Union Pacific as president of the big system. What he has accomplished since is well known throughout America.

MR. BURT'S HERCULEAN TASK.

On the day Mr. Burt was chosen to be president of the road Union Pacific sold for 25% in New York. It is now selling around 85. It was certainly a herculean task set before Mr. Burt. The road has just emerged from a receivership which had lasted four years and suffered greatly from the physical and moral—if that word may be used—degradation incident to the fact that it had been that long in the hands of the court. To reorganize the service, rehabilitate the equipment of the line and place the property on a paying basis Mr. Burt had to go to work. With characteristic energy and determination he set about the undertaking. How well he has succeeded is told by the quotations for the stock. At the very outset he gave the force of his own example to the men under him. He retained in the service of the company the old executive officers, who had made up the staff for years and who were familiar with the Union Pacific, its territory and its patrons. One of these—the chief engineer—soon after resigned and was replaced by the present incumbent, a man who was with the president during other days on the Elkhorn. It was the change in methods that brought about the improved condition in the affairs of the line. For instance, a sleepy keeper at the shops was started out of his rest for weeks by the appearance of the "old man" at the gate at 7 o'clock one morning.

NO MORE SNAPS.

Others besides the gatekeeper were surprised that morning, but the visit bore fruit in the prompt arrival ever since of shopmen. Laxity in all departments met similar rebukes, and it was not many days after New Year's, 1898, until it was thoroughly understood that "snaps" on the Union Pacific were a thing of the past. His example was infectious, and President Burt soon had the satisfaction of seeing his assistants working with as much energy as himself to bring his plans to success. The court has been as he could have expected. When he came to Omaha, it is told, he said to a friend that he would probably need five years to bring about a proper readjustment of the road and its service. The five years expired last February and he kept his word.

President Burt's salary, it is stated, was \$35,000 a year.

DIXIE ELECTRIC ROAD.

Survey of New Line from Milford to Commence Next Month.

George S. Lane returned this week from Washington county, where he made a preliminary survey for the big dam of the power plant that will supply electricity for the proposed electric road from Milford to St. George, says the Milford Times. This is located at the narrows of the Rio Virgin and will supply several thousand horse power. Mr. Lane announces that surveys for the new line will probably commence in February and construction work in May or June. He brought back with him some samples of oil shale, which carry a high percentage of lubricating oil and can be worked at a good profit. He and his associates have secured 200 acres of these shale lands and propose to develop the proposition.

Another S. P. Feeder.

San Francisco, Jan. 4.—The California Northwestern railroad and the Southern Pacific are planning to make a connection between their roads by running a line from Napa Junction on the larger road to Shellville, a small station on the Sonoma branch of the California Northwestern, a few miles below the town of Sonoma. A co-operative scheme for making the survey and securing the rights of way has already been effected, and it is reported that the grading and the laying of rails will be started in a few weeks.

The distance of the connecting line between the two stations is about 12 miles and it will be a means of shortening the present route for carrying fruit and other products by the Southern Pacific from the rich valley territory lying between Callistoga and points contiguous to that town and Napa Junction.

SPIKE AND RAIL.

All kinds of rumors are rife relative to the name of the man who will succeed H. G. Burt as president of the Union Pacific.

The greatness of Calientes has departed. The boom has moved on and is now hovering over Moapa, which expects to be a district terminal and which now has five stores and a lot

of saloons and intends to have the county seat. The track will not reach Moapa until April.—Milford Times.

Work on the shops at Montpelier is about completed as far as the brick-work is concerned. The turntable is also about complete.

The Oregon Short Line delivered to Boise merchants and consumers at year 12,185,627 pounds of merchandise, or an average of nearly five tons for every man, woman and child in the city.

George J. Gould is said to be about ready to combine all his railroad holdings along the lines of the gigantic railroad merger so often exploited in the press.

The contract for the building of a railroad from Rhodes, Nev., to Tonopah has been let. The first 60 miles of grading has been awarded to McLain & McSweeney. The work is to be completed by June 1.

Manager Ridgway of the Colorado-Utah Construction company makes an interesting statement in the Denver Post regarding what has been accomplished on the Moffat road during the past year.

David Patterson, master mechanic for the first division of the Denver & Rio Grande, has resigned. He has been succeeded by W. L. Calvert, who is well known locally on account of his connection with the Rio Grande Western.

The Salt Lake Route has mailed a number of New Year's cards to patrons and the press. The cards are alright, but after the anonymous Los Angeles poet passes the tenth milestone he comes perilously near ditching his trainload of rhyme.

NOT FOR FRANK.

Convict Connors Refuses to Take Advantage of Decision in Beddo Case.

Frank Connors, who is serving a life sentence in the state prison for the murder of Officer William Strong at Provo five years ago, is the only prisoner having the chance, who has not taken advantage of the decision of the Supreme court in the Beddo case and attempted to secure his release under a writ of habeas corpus. Connors could secure his release, according to the Beddo case decision, which relates to the manner of filing informations in criminal actions at the time Connors was tried, but he fears that he would be re-arrested and convicted again of the same charge. So he is waiting until such a time as he thinks the evidence against him will have weakened and then he will probably try habeas corpus proceedings. If he succeeds in that and escapes a second prosecution for the murder, he will still have a 10-year term to serve for burglary, but with the "copper" for good behavior, that term would be cut down about one-half.

IMAGINARY "DEAD LINE."

Court Holds That Hackmen May Cross It at the Depot.

The cases of Salt Lake City vs. Thomas Ewing, Edward Wilkerson, Bert Jones, Frank Davidson, Billie Lollis and Joseph H. Taylor, hackdrivers, charged with trespassing upon the Oregon Short Line depot property, have been dismissed by Judge T. D. Lewis of the district court on the ground that the ordinance relating to such trespass is unconstitutional and hence null and void. The hackmen were charged with crossing over the dead line fixed by the railway company at its depot to regulate the soliciting of passengers by hackdrivers and expressmen.

They were each found guilty of trespass by Judge Dehl in the city court and then appealed to the district court. Ewing's case was made a test case and was argued first before Judge Lewis. The court held that the city council had no constitutional authority to pass such an ordinance and hence held the same null and void and dismissed the suits. It was stated by the court that the only redress to be had against the trespassers would be a civil suit for damages for such trespass.

OFFICERS INSTALLED.

Utah Katimoh gate No. 87 and Sir Montefiore gate No. 84, order of Knights of Zion, installed officers at the B. B. hall last evening as follows: Master zionist, Abraham Herman; vice master zionist, Edward Moritz; recorder, Miss Iseman; treasurer, Miss Annie Levy; conductor, Miss Wilmer; guard, Jess Morris; orator, Celia Levy; trustees, Milton Routhard, Addie Engelmann and Lizzie Shapiro.

For Sir Montefiore, gate officers were installed as follows: Master zionist, M. Levy; treasurer, N. Rosenblatt; recorder, G. M. Lewis; guard, S. Koppel; conductor, J. Shankman; trustees, S. Salmanson, B. Salmanson, Philip Swartz, I. N. Lewis and I. Leavitt.

Music was furnished by an orchestra composed of Miss Celia Levy, Miss Lizzie Shapiro, Miss Lena Levy, Miss Mary Rogowsky, Master Sam Lachmann, Master Morris Rosenblatt and Master Dave Rogowsky.

Then there were speeches and literary exercises, followed by refreshments.

MURDERED WOMAN LAID TO REST.

Pastor Simpkin, in Charge of the
Services, Speaks Strongly
Of the Crime.

DEED ONE OF AWFUL BLACKNESS

Sympathetic and Charitable Persons
Prevent Burial of Remains in
Potter's Grave.

The remains of Mrs. Maud Rose, the murdered wife of Frank Rose, were consigned to the grave yesterday afternoon, in the city cemetery, the funeral being held from Joseph W. Taylor's chapel on West Temple street. Through the courtesy of the charitable, means were provided for a decent burial and a clergyman, Rev. P. A. Simpkin, officiated. So the body was not buried in the Potter's field.

A large crowd was in attendance, and a quartet composed of J. T. Poulton, Samuel Winters, Mrs. A. B. Miller and Mrs. S. W. Cummings furnished vocal music. The murderer husband was not present. The preacher delivered the following address:

"Tragic events are all too common in our city. Into the atmosphere of that event which has at its heart peace on earth and good will to men, the only hope for the race, there comes a black bloody deed. A deed all unworthy of even the beast of the field, and a crime so unnatural, attended by features so brutal, as to be almost unbelievable, whose very story is debasing, whose influence blasts the finest things in human nature. We are not here to condemn the crime or to arrogate to ourselves the functions of justice and jury. The law will take its due course in that order fitting to the vindication of its majesty, and whatever be our loathing for the deed or our disgust at the low order of the ethics he possesses, our revulsion at this return to the level of prehistoric brutality, we are come to stand in the presence of death, and to learn the lesson of this sad hour."

"Sympathy has a place here, for whatever be behind the black hour of that tragedy, whatever of the failing of humanity may have been here, it is hidden in measure by that common pall of whiteness death lays upon all, and surely by the terrible happenings that hurried her into the presence of God."

"I approve the kindness of the effort designed to save her body from rot in the Potter's field and respect the tribute to the common humanity paid by any present who have come with a sincere sympathy in this hour, but all that we do and say leaves unaffected the lip which has been closed, the soul sent shuddering to stand before God."

"I am here as a messenger of God to speak for you; willing to brave the record of this life, closed with a cruel blotch of crimson spots, for God's reading and judgment; for He, all-knowing and loving, will judge with right judgment; willing, too, that law shall vindicate itself on earth and in heaven in all issues that center in this hour, but not willing to let this hour pass and this opportunity die without saying a word for Him I serve to you, my fellow-being."

"Overturning all that is pitiful and pathetic in this tragedy, transcending all that which touches and evokes your deepest sympathy, there is a great truth expressed anew, so plainly written that it may not be passed by, world-old truth that the ending of sin is death, and that for the transgression of moral law and spiritual decree, there is only the blackness of darkness. God has not given life and its opportunity for self-indulgence. He has given it for the best and highest ends. He has a right to expect that each one of you will realize the best, and it is so ordered that the life which does not shall pay the penalty. Death is inherent in all sin. Your sin may not always come to this physical meaning and tragedy, but it comes to a tragic development beyond this. It is a tragedy in which you move and perhaps, not for such senseless, brutal action as ultimatum here, but one more terrible as you slay by evil the finest, divinest things within you."

"All this centers in uncontrolled selfishness. A self-will that moves in bondage to lust and low desire, that would order all life by the personal desire, that recognizes no law or right save its own base promptings, is all too common. And it would not be so pitiful as it is were it not for its manifest end,

and that back of all life stands responsibility and judgment.

"It is easy to see the outworking of it in the days as the law touches body and mind, but it seems to be beyond the wisdom of many to find this evil wrought in the inner life, as judgment follows action and death ensues upon sin."

"The main question here and now is not of the motive that led to this and ending, not the question of what is the end for her who lies so quiet before you, but rather whether in the lives of those here gathered there is operating the law of 'other service' under the sway of love, or whether within you unbridled selfishness drives on the chariot of your soul to the end of evil—death."

"And as we lay her body and the memory of what has been with the clouds of mother earth, the thing for you to remember is not the tragedy of another, the fouling record of this story, but rather that the social order and human need are clamoring for your best self in a service swayed by love, giving strength to the state, ministry to your fellow and hope to a world whose full redemption can come only by pure and beautiful human service."

"The body was placed in an oaken casket, and there were many beautiful flowers contributed. The entire service was impressive, and was concluded at the grave by Rev. Mr. Simpkin."

Jews Were Saved.

St. Petersburg, Jan. 3.—A semi-official dispatch from Urmia, Persia, reports that an attack on the Jews which had been planned by the Persian population was frustrated by the energetic intervention of the Russian vice consul. The ringleaders were arrested.



THE MUTUAL LIFE

Insurance Company of New York,

RICHARD A. McCURDY, President,

Announces to its hundreds of thousands of policy-holders throughout the world, that its funds held for their protection have now reached the enormous sum of over

400 MILLION DOLLARS

Many millions more than the assets of any other life insurance company in existence. This Company has returned to policy-holders the stupendous sum of over

626 MILLION DOLLARS

Over 190 million more than any other life insurance company in the world has disbursed. This excess over any other company is greater than the combined capital of the Bank of England, Bank of France, and the Imperial Banks of Germany and Russia.

These unequalled results are the best guarantee of future returns to policy-holders.

RULON S. WELLS, Manager, Salt Lake City, Utah.