

RECOGNITION OF EXPLORERS' CLAIMS

National Geographical Society Wants Them Passed on by Competent Commission.

COOK DEFINES HIS POSITION.

He Will First Submit His Observations And Instruments to University Of Copenhagen.

New York, Oct. 1.—Dr. Cook's refusal to submit his observations, notes and other data at once to a competent scientific commission, is all that stands in the way of compliance with the suggestion of the National Geographical society today that such a step—on the part of both Cook and Peary—should precede any official recognition of the explorers' claims.

Correspondence made public here tonight shows that Commander Peary has already formally signified his willingness to comply with the condition, but Dr. Cook, in a letter to Archer Huntington, president of the American Geographical society, has declared that he will continue in his determination to lay all his records and instruments first before the University of Copenhagen.

Prof. Ira Remsen, president of Johns Hopkins university, was asked several days ago by Henry F. Osborn, president of the American museum of natural history, and by Mr. Huntington to appoint—through his authority as president of the national academy of sciences—a committee of astronomers, geographers and zoologists to whom the records of Peary and Cook should be submitted.

Dr. Remsen in reply telegraphed as follows: "It would be idle for me to appoint a committee to investigate the north pole problem, unless it were clearly understood that Commander Peary and Dr. Cook are willing to submit their evidence. If they are willing to do so, I shall not hesitate to appoint such a committee as you suggest."

Mr. Osborn at once took steps to obtain the consent of Peary and Cook. He received the following dispatch from Gen. Thomas H. Hubbard on behalf of Commander Peary:

"Peary willing and desirous to submit all his records and data to national academy committee or other scientists impartially selected."

Dr. Cook at first fell in with the suggestion. He agreed with Mr. Huntington that there would be no better person to call together a number of scientists than Prof. Remsen, but later reconsidered and sent the following to Mr. Huntington:

COOK'S TELEGRAM.

"In pondering over the problems which you were kind enough to present to me yesterday, it appears to be an injustice to the Danes to consent to the appointment of another board of examiners after I had definitely agreed to submit my material first to the University of Copenhagen."

"I therefore ask your indulgence for a few months, and following the Danish investigation, all the records will be sent to a geographical committee of the world, after which they become public property. I appreciate the good offices of the American Geographical society, the fair and friendly attitude of its president and its members, and will promise that they will have an early opportunity to go over the entire data of my polar conquest."

Mr. Osborn issued a statement tonight to show why the national academy of sciences was the body best qualified to select such a committee of scientists as that suggested by the board of directors of the National Geographical society in Washington today. The statement follows:

"The national academy was incorporated by act of Congress March 3, 1863, with the object of providing a board of scientists of the highest accepted standing, upon which the president of the United States, Congress or any department of the government might call to investigate, examine, experiment and report upon any subject of science or art for the information of the government."

"Those who might be considered especially connected with or interested in the coast and geodesic survey (including astronomers, geographers and geologists) are: Cleveland Abbe, Washington, D. C.; Henry I. Abbott, Cambridge, Mass.; George E. Becker, Washington, D. C.; A. Graham Bell, Washington; Lewis Ross Albany; J. C. Brauer, Stanford university, California; William H. Brewer, New Haven, Conn.; William C. Campbell, Mount Hamilton, Cal.; Thomas C. Chamberlin, Chicago, Ill.; W. B. Clark, Baltimore, Md.; William H. Dall, Washington; William Morris Davis, Cambridge, Mass.; William L. Elkins, New Haven, Conn.; Edward S. Holden, West Point, N. Y.; Thomas C. Mendenhall, Worcester, Mass.; Edward C. Pickering, Cambridge, Mass.; Raphael Pumpelly, Newport, R. I.; and Charles Walcombe, Washington."



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CLYDE FITCH BURIED IN WOODLAWN CEMETERY

New York, Oct. 1.—The body of Clyde Fitch, the playwright, was buried today in Woodlawn cemetery. Funeral services at the Church of the Ascension were attended by one of the largest gatherings of actors and literary and theatrical people that ever met in this city. The church was filled with flowers.

MONEY COMES IN BUNCHES

To A. A. Chisholm, of Treadwell, N. Y., now. His reason is well worth reading: "For a long time I suffered from indigestion, torpid liver, constipation, nervousness, and general debility. My days were 'if you eat, sleep, eat, nor appetite, nor ambition, grew weaker every day in spite of all medical treatment. Then used Electric Bitters. Twelve bottles restored all my old-time health and vigor. Now I can attend to business every day. It's a wonderful medicine." Infalible for Stomach, Liver, Kidneys, Blood and Nerves. 50c at Z. C. M. I. Drug Dept., 112-114 So. Main St., Salt Lake City.

SUCCESSFUL BARRIER AGAINST COYOTE RAVAGES

Washington, Oct. 2.—A successful barrier against the inroads of the coyote in the sheep flocks of the west has been found, it is believed, in the coyote-proof fence, experiments with which have been carried on during the last year by a special agent for the forest service at Billy Meadows on the Wallowa national forest reserve in Oregon, according to a bulletin made public today by the forest service.

OKLAHOMA BANKING LAW COMPLETE SUCCESS

New York, Oct. 2.—The Oklahoma law guaranteeing bank deposits has been found to work successfully in the instance of the Columbia Bank & Trust company, which failed for more than \$2,000,000, according to a dispatch received here from A. M. Young, the Oklahoma bank commissioner. Mr. Young telegraphed: "The Oklahoma banking law is a complete success, even against the persistent opposition of a strong element of the other class of bankers. We adjust the affairs of an embarrassed state bank with perfect ease in a very few days and with no public clamor whatever. Everybody is in good humor and conditions are normal. Other state banks are quiet and gaining in deposits."

WATER POWER TRUST FORMING

Monopoly Now Trying to Obtain Possession of All Available Sites in the Country.

CAN GOVERNMENT PREVENT IT

Gifford Pinchot Thinks Probably Not But That It Can Be Controlled.

Washington, Oct. 1.—Unequivocally asserting that a monopoly is being formed with the object of obtaining possession of water power sites of the country, Gifford Pinchot, chief of the bureau of forestry, who returned today from an extended inspection of the west, declared remedial legislation must be enacted at the coming session of Congress if this great natural resource is to be preserved to the people.

The problem of how best to prevent the nation's water power sites from being monopolized by one combination, Mr. Pinchot predicted will be one of the biggest issues before Congress. The proposed trust is now in the formative state, Mr. Pinchot declared, and prompt action by Congress is necessary to thwart it.

After declaring that "there is a waterpower trust certainly in the process of formation," Mr. Pinchot added: "In my judgment the tendency to consolidate which is now running through all industrial enterprises, will necessarily lead to the consolidation of the waterpower interests exactly as it has to consolidation of steel and oil interests. There has got to be legislation on this waterpower business. President Taft has indicated his intention of asking Congress for legislation governing, as I understand it, the disposal of waterpower sites on the public domain; so that the whole waterpower question naturally will be taken up before Congress. Are we going to give these power sites in perpetuity? Is a question which Congress will have to deal with."

"It is possible to head off this trust," Mr. Pinchot was asked. "The government cannot probably prevent formation of such a monopoly," he replied, "but it can control it. I regard this matter as one of the most important questions with which Congress will have to deal."

Mr. Pinchot said he had never seen the fee in a more satisfactory condition. The personnel of the service is at a high standard and the district plan of organization in operation since December last is in admirable condition. Mr. Pinchot said the recent trip of Secy. Wilson through the west had an admirable effect in fostering conservation sentiment.

"It developed the fact," he said, "that the people in places where the most complex conditions come into strongly in favor of conservation of the forests. Public sentiment is rapidly becoming unanimous in favor of the forest service work. Our receipts from the sale of timber are increasing. There have been fewer fires this year than ever and we do have them under better control."

"Have you anything to say on the question of conservation?" Mr. Pinchot was asked. "Yes, I have," he replied. "I wish to announce that I have come back to continue my work in conservation and forestry without change in either policy."

Mr. Pinchot will remain here a few days when he will go to St. Louis to meet President Taft and accompany him on his river trip to New Orleans.

GREAT DISCOVERY IN UNDERWATER CONSTRUCTION

Green Bay, Wis., Oct. 2.—Through a discovery by a Green Bay man the method of underwater construction in bridge and other work may be revolutionized. The discovery was made by George Green, engineer and diver, who has been working for the Northwestern railway on bridge work at Clinton, Iowa.

Mr. Green, who has been placing dynamite under the cribs which support the old bridge, found that worms had attached themselves to the timbers far below the low water line and had eaten into the wood, and eventually would make the structure unsafe. The worm is about half an inch long and white.

MAIL CARRIER GOT JUST ONE CENT A YEAR

Galeus, Ill., Oct. 2.—After carrying mail over an eight-mile route since 1881, for the salary of 1 cent a year the carrier has lost his job. It was not from any neglect of duty that this employe of the government was severed from the payroll. Neither is there any evidence that he was unwilling to continue longer the duties of his position, for he worked as long as his penny a year was forthcoming.

The postoffice department has decided to discontinue star route No. 75, 195, between, Edenburg, and Mineral Point. This line of eight miles was a relic of the old route established between Milwaukee and Galeus in 1826. It was reduced to eight miles in 1861. The carrier has been offered as high as \$20 for his government order paying him his yearly stipend but thus far refused the sovereign hunter.

INDEMNITY SCHOOL SELECTIONS

Washington, Oct. 1.—The secretary of the interior has approved list No. 74, indemnity school selections, Salt Lake City, Utah, land district 10, 675 acres.

FRIGHTFUL FATE AVERTED.

"I would have been a cripple for life, from a terrible ail on my knee," writes Frank Bates, of Kettler, Minn. "Without Buckler's Arnica Salva, which soon cured me." Infalible for wounds, cuts and bruises, it soon cures Burns, Scalds, Old Sores, Piles, Skin Eruptions. World's Best for Piles. 25c at Z. C. M. I. Drug Dept., 112-114 So. Main St., Salt Lake City.

NIGHT SCHOOL

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From the Salt Lake Tribune, Sept. 30.

SMASHING RECORDS AT COST OF LIFE

Bates Sticks to Overturned car and is Fatally Injured—Machine Was Going Sixty Miles Per Hour

All World's Records Are Broken For Distances in Several Cases

Riverhead, L. I., Sept. 29.—The smashing of every existing American record for automobile racing on the open road and a spill which cost the life of Mechanician James Bates and serious injury to another, marked the running today of the Long Island automobile derby. The event was a stock car sweepstake and was run over 2 miles of hitherto untried road at the eastern extremity of Long Island between Riverhead and Mattituck.

Lyle as it neared an easy bend in the road two miles west of Mattituck. Lyle and Mechanician Bates had completed less than two-thirds of the first lap when the 60-horsepower engine, tearing down a slight declivity at 65 miles an hour, suddenly lurched to one side into deep sand and overturned.

Finishing second to Chevrolet in this class, Robert Burman, also driving a Buick, covered the distance in 1:46:25, or at a rate of 64 miles an hour. In the class for cars selling for \$2,000 to \$3,000, the only entry, a Sharp-

Arrow, driven by W. H. Sharp, averaged 63 miles an hour, covering 128.5 miles in 2:02. Some Fast Time. Almost as fast time was made by the winner in the class for cars selling for \$4,000 and over, Ralph De Palma, driving a Fiat, who finished the 27.5 miles in 3:28:35, which is an average of 62.34 miles an hour. The winner in the class for cars selling from \$2,000 to \$4,000, Frank Loebnitz driving a Palmer-Singer, also averaged better than a mile a minute, finishing the 182 miles in 2:59:4, or at the rate of 61 miles an hour.



From William H. Pickens 1452 Michigan Avenue, Chicago.

To Our Branches and Agents:

Using for a battle flag, the pennant won by successive victories in the important events of the year, the Buick team started Fort Lowell (Mass.) during the three-day speed carnival, September 6-8, which seems to have surpassed the Vanderbilt Cup race as the Autumn classic of the American Automobile Association.

The Buick won no less than SEVEN firsts out of the ten events contested during the carnival, leaving only three firsts to be divided among twenty manufacturers and thirty drivers of national reputation, who made game but unsuccessful stands against the speed and pace of Buicks. Many went to bed hungry while the Buick boys feasted at their banquet of first honors.

Here's How It Was Done.

The speed carnival opened Labor Day with a triple event programme for three classes of cars, piston displacement determining the class into which cars were eligible. As has been the case all seasons, the MODERN 10 BUICK, with a displacement of 154 cubic inches, was classed with cars up to 230 cubic inches, some of them selling at \$600 more than the Model 10 Buick. In order to take advantage of the maximum piston displacement, one manufacturer, entered three cars differing from the regular model known as "Q SPECIALS."

The Model 10 Buicks were the same that have been manufactured by thousands, while the "Q SPECIAL" fellow is said to have built just twenty-five models in order to squeeze into such races. As a further handicap, the Model 10 Buick had to carry over three hundred extra pounds as ballast to make the same weight as the larger cars.

On the first lap of the small car race, De Witt, in a model 10, was following closely Grennon in a model 10, when Grennon attempted to prevent punning in a spectator, who was crossing the road, crashing into a tree and losing a tire. De Witt put his car out of commission rather than go into the crown of spectators on the side of the road. Louis Desbrow in the third model 10 had never driven the car or even the course prior to the start of the race. Having taken the place of a disabled driver at the last minute, Desbrow having taken the last half slowly, and although driving with great speed and consistency the last half, could not make up the great handicap. Thus the \$1,600 Chalmers, with its 30-horse power won over the 19-horse power, \$1,000 Buick.

We cannot give the "Q SPECIAL" fellow's horse power of price, and it really does not matter, but if you have a prospective buyer, who refers to it, be sure he knows about the "Special" being tacked on to the "Q", for the other fellow's salesman might have forgotten to mention the "Special" part of the combination. Many do.

Here's the Joke We Played on the \$1500 Fellow's Big Brother.

In the 22 miles Vesper Club Trophy race, Bobby Burman had his Buick "all humped up," and although the piston displacement of the \$1,750 Buick is only 218 inches, while the other starters were nearer the 400 inch mark than 218, Bobby covered the distance in 225 minutes, breaking the course record and making an average of 55 1/2 miles per hour. ONE MILE PER HOUR FASTER THAN MADE BY THE WINNER OF THE 600-MILE RACE the following day.

Of course Burman drove the fastest lap of the entire meet (in any class) and at the finish the German car, the Benz, famed for its sensational work in the great road races of the past few years, was second, nearly fourteen minutes back of the Buick. For third place a 40-horse power, \$2,700 Chalmers finished three minutes after the Benz (nearly SEVENTEEN MINUTES behind the Buick), while the other Chalmers of the same size, owing to a smashed engine, did not finish.

Two Knozes and a Sharp Arrow—lured strongly from his work in the Parkway sweepstake last Autumn—were still further back; the polls closing before the votes in favor of the others were counted.

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