RECOGNITION OF

National Geographical Society Wants Them Passed on by Competent Commission.

COOK DEFINES HIS POSITION.

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

New York, Oct. 1 .- Dr. Cook's refusat to submit his observations, notes and other data at once to a competent scientific compaission, 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 recongnition of the explorers' claims.

Correspondence made public here tonight shows that Commander Peary | CLYDE FITCH BURIED 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 Copen-

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

Dr. Remsen in reply telegraphed as

"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

I shall not hesitate to approint such a committee as you suggest."

Mr. Onborn 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

mit 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 enought 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 1 had definitely agreed to submit my material first to the University of Copenhagen. "I therefore ask your induigence for a few months, and following the Danish investigation, all the records will

ish investigation, all the records will be sent to all the geographical so-cieties of the world, after which they cieties 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 incor-

"The national academy was incor-porated by act of Congress March 2, 1863, with the object of providing a board of scientists of the highest ac-cepted standing, upon which the presi-dent of the United States, Congress or any department of the government. any department of the government might call to investigate, examine, ex-periment and report upon any subject

periment and report upon any subject of science or art for the information of the government.

'These who might be considered especially connected with or interested in the coast and geodetic survey (including astronomers, geographers and geologists) are: Cieveland Abbet. Washington, D. C.; Henry I. Abbott, Cambridge, Mass., George F. Becker, Washington, Lewis Rose, Albany; J. C. Brahnet, Stanford university, California; William H. Brewer, New

any medical advice free to all who write.

EXPLORERS' CLAIMS



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the standard Cod Liver Oil preparation of the world. Nothing equals it to build up the weak and wasted bodies of young and old. All Drogsista

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Chamberlin, Chicago, III; W. B. Clark, Baitimore, Md.; William H. Dall, Washington; William Morris Davis, Cambridge, Mass.; Wiftiam L. Elkins, New Haven, Conn.; Edward S. Holden, West Point, N. Y. Thomas C. Mendenhall, Worchester, Mass.; Edward-G. Pickering, Cambridge, Mass.; Raphaet Pumpelly, Newyort, R. L.; and Charles Walcombe, Washington.

IN WOODLAWN CEMETERY

New York, Det. 1.- The body of Clyde Firch, the playright, was buried today in Woodlawn cemetery. Funeral services at the Church of the Ascension were attended by one of the sargest gatherings of actors and literary and theatrical people that ever met in this city. The church was filled with Bowers.

The honorary pallbearers included John Drew. John W. Alexander. E. H. Blasheld. William M. Chase, John Corbin. E. A. Ditimar. Daniel Prohimn. Ted Galloway. Robert Herrick, Matchew Luce, Brander Matthews and Dr. Percy Turner, all men of wide reontation in the theatrical. literary and artisale world.

Rev. Percy Stickney Grant, paster of Woodlawn cemetery. Funeral services tistle world.
Rev. Percy Stickney Grant, pastor of the church, conducted the services, assisted by Rev. A. F. Underhill and Rev. Clayton Parks.

MONEY COMES IN BUNCHES

o A. A. Chishoime, of Treadwell, N. Y., now, His reason is well worth reading: "For a long time I suffered reading: from indigestion, torpid liver, consti-pation, nervousness, and general de-bility," he writes. "I couldn't sleep, had no appetite, nor ambition, grew weaker every day in spite of all med-ical treatment. Then used Electric Bitters. Tweive bottles restored all my old-time health and vigor. Now I an attend to business every day. It's a wonderful medicine." Infallible for Siemanh, Liver, Kilneys, Blood and Nerves. 50c at Z. C. M. I. Drug Dept., 112-114 So. Main St., Salt Lake

SUCCESSFUL BARRIER AGAINST COYOTE RAVAGES

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

builetin made public today by the forest service.

Coyotes came to the fence nearly every night for 30 days, according to the report, and occasionally followed it for miles, but not one succeeded in passing over or under except when the snow was deep enough to give them an easy jump. Summarizing the experiments for the season of 1808, the report says:

"The coyote-proof fence was entirely successful as a protection against coyotes, not successful against becars, in still problematical against becars, in successful against lynxes and, of course, not successful against badgers.

The damage, however, from bears, lobcats and lynxes is small when compared to the large losses from the coyotes."

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

or 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 plublic clamor whatever. Everybody is in good humor and conditions are normal. Other state banks are quiet and gaining in deposits." fornia; William H. Brewer, New Conditi Haven, Conn.; William C. Campbell, banks Mount Hamilton, Cal., Thomas C. posits

S.S.S. DRIVES OUT

Rheumatism is due to an excess of urio acid, an irritating, inflammatory accumulation, which gets into the circulation because of weak kidneys, constipation, indigestion, and other physical irregularities which are usually considered of no importance. Nothing applied externally can ever reach the seat of this trouble; the most such treatment can do is soothe the pains temporarily; while potash and other mineral medicines really add to the acidity of the blood, and this fluid therefore continually grows more scrid and vitiated. Then instead of nourishing the different muscles and joints, keeping them in a normally supple and elastic condition, it gradually hardens and stiffens them by drying up the natural oils and fluids. Rheumatism can never be cured until the blood is purified. S. S. S. thoroughly cleaness and renovates the circulation by neutralizing the acids and driving the cause from the system. It strengthens and invigorates the blood so that instead of a sour, weak stream, depositing acrid and painful corrosive matter in

of a sour, weak stream, depositing acrid and painful corrosive matter in the muscles, joints and bones, it nourishes the entire body with pure, rich blood and permanently curss Rheumatism. S. S. S. contains no potash, sikali or other harmful mineral, but is made entirely of roots, herbs and barks of great purifying and tonic properties. Book on Rheumatism and any medical advice free to all who write.

GAS COKE

\$5.00 Per Ton Delivered

50c extra if sacked and carried. MIXED COKE OR RUN OF YARD.

TRY IT

THE SWIFT SPECIFIC CO., ATLANTA, GA.

WATER POWER

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 re-

source is to be preserved to the people. The problem of how best to prevent Mr. Pinchot predicted will be one of the biggest issues before Congress. The supposed trust is now in the formative state, Mr. Pinchot declared, and prompt action by Congress is necessary to throttle it.

After April 1 the nation's water power sites from

throttle it.

After declaring that "there is a waterpower trust certainly in the process of formation," Mr. Pinchet 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 atted and oil interests. There has got to be legislation on this waterpower business. President Taft has indicated his intention of asking Congress for legislation governasking Congress for legislation govern-ing, as I understand it, the disposal of waterpower sites on the public domain: 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."
"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! 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 ferminal management and more satisfactory con-

Mr. Proceed said he had never seen the for a 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 had an admirable effect in fostering conservation sentiment.

conservation sentiment.

"It developed the fact." he said.

"that the people in places where the most conspicuous complaints come are strongly in favor of conservation of the 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 lumber and from grazing 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

"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 pol-

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, lows.

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

Specimens have been sent to the com-pany's offices in Chicago, and probably will go to the University of Chicago for examination.

It is the opinion of Engineer Frank Eninbridge, who is to charge of the construction of the company's new bridge across the Mississippi, that the will attract national at

MAIL CARRIER GOT JUST ONE CENT A YEAR

Galena, Ilis., Oct. 2—After carrying mail over an eight-mile route since 1581, 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 several 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 panny a year was forthcoming.

The postoffice department has decided to discontinue star route No. 25, 195, between Dodgeville and Mineral Point. This line of eight miles was a relic of the old route established between Milwaukce and Galena in 183g. It was reduced to eight miles in 1831. The carrier has been offered as high as \$20 for his government order paying him his yearly stipend but thus far resisted the souvenit hunter.

INDEMNITY SCHOOL SELECTIONS Washington, Oct. L-The secretary of the interior has approved list No. 2, indennity school selections, Salt

Lake City, Utah, land district 10, 675

PRIGHTFUL PATE AVERTED.

would have been a cripple for from a terrible cut on my knee writes Frank Disberry, Kelüher, cap. Writes Frank Baberry, Rellinor, Minn. "without Buckien's Arnica Salva, which soon outed me." Intallible for wounds, cuts and bruties, it soon cures Burns, Scalis, Old Sores, Boile, Skin Eruptions, World's best for Piles. Se at Z. C. M. J. Drug Dent. 113-114 So. Main St., Salt Laso

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firms for our students is never fully L D. S. BUSINESS COLLEGE.

From the Salt Lake Tribune, Sept. 30.

TRUST FORMING SMASHING RECORDS AT COST OF LIFE

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

World's Records Are Broken For Distances in Several Cases

Riverhead, L. L.Sept. 39. - The smash- [ing 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 unother, marked the running

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

Bates Dies.

is hope of Lytle's recovery.

Buick Makes Good World's Record. The racing was the fastest ever witnessed in open road contests in this country. In the class for cars selling at \$1.251 to \$2,500, five laps, 114.75 miles, Lewis Chevrolet in a Buck won in 137.36 2-10, breaking all road records.

today of the Long Island automobile deep sand and overturned.

Bates Dies.

Lytie shot clear of the car and landed severaged slightly in excess of 70 miles an hour.

Lytie shot clear of the car and landed to fitther ountried road at the castern extremity of Long Island between the castern extremity of the castern extremely of the machine and was crushed under it as it turned turtle. Find the castern extremely of the castern extremely of the castern extremely of the m

Arrow, driven by W. H. Sharp, aver-aged 63 miles an hour, covering 1.88 miles in 2.9:2.

Miles in 2.9.2.

Some Past Time.

Almost as fast time was made by the winner in the class for cars selling for \$4.900 and over, Raiph De Palma, driving a Fist, who finished the 227.5 miles in \$2.35.3, which is an average of \$2.34 inites an hour.

The winner in the class for cars selling from \$3.000 to \$4.000, Frank Lescault 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. 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 stormed Fort Lowell (Mass.) during the three-day speed carnival, September 6-8, which seems to have supplanted the Vanderbilt Cup race as the Autumn classic of the American Auto-

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 power 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 MODEN 10 BUICK, with a displacement of 164 cubic inches, was classed with cars up to 230 cubic inches, some of them selling at \$500 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 handleap, 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 19, was following closely Grennon in a model 10, when Grennon swerved to prevent running into a spectator, who was crossing the road, crassing into a tree and losing a front wheel. De Witt put his car out of commission rather than go into the grown of spectators on the side of the road. Louis Desbrow in the third model 10 had never driven the car or over the course prior to the start of the race, having taken the place of a disabled driver at the last minute. Desbrow took the first half slowly, and although driving with great speed and consistency the last half, could not make up the great handicap: Thus the \$1,500 Ghalmers, 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 complication. Many do

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

In the 212 miles Vesper Club Trophy race, Bobby Burman had his Bulck "all harcessed up," and although the piston displacement of the \$1,750 Bulck is only 318 inches, while the other starters were nearer the 400 inch mark than 218. Bobby covered the distance in 229 minutes, breaking the course record and making an average of 5516 miles per hour. ONE MILE PER HOUR FASTER THAN MADE BY THE WINNER OF THE 600-MILES RACE the following day. 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 Bulck. For third place a 40-horse power, \$2,760 Chalmers finished three minutes after the Benz mearly SEVENTEEN MINUTES behind the Bulck), while the other Chalmers of the same size, owing to a smashed engine, did not finish,

Two Knozes and a Sharp Arrow-touted strongly from its work in the Parkway sweepstakes last Autumn were still further back; the polls closing before the votes in favor of the others were counted.

Another German Car, The Mercedes, Takes Count in Battle With Chevrolet. In the Yorick Club Trophy race at a distance of 159 miles, Louis Chevrolet

In the Yorick Club Trophy race at a distance of 158 miles. Louis Chevrolst, here of the Cobe Trophy classic in which he proved victor with his 31,756 Bulck, won, over a classy field with Ray Harroun of Chicago, also at the wheel of a Bulck second. A Mercedes made the best showing of the rus guard, with the Atlas, Moon and Columbia fighting for the honors of belog "nearest to the Bulck." Chevrolet's average was 54½ miles per hour, also faster than the average of the winner of the 800-inch race the following day.

Five Firsts in the Short Distance Races for the Buick

Although worn and tired from the gruelling races of Monday, Cheyrole and Burman piloted the same cars that participated in Monday's raise, in the one-mile sprint races on Tuesday. Chevrolet captured four firsts, driving one of the miles in 49 seconds, while Burman finished in front in the only even in which he entered.

Now Comes Honor-Even in Defeat.

The Lowell Trophy race at a distance of 318 miles proved a battle from start to finish. This was a race open to cars of from 451 to 600 cubic inches pistan displacement. (REMEMBER, THE BUICK IS ONLY 318 INCHES DISPLACEMENT.) At first the Buick was declared ineligible, for the promoters took the stand of "Say, little fellow, you won't be allowed to fight that big fellow, He's TWICE your size," but the Lowell crowd seems to know the right definition of "fair play" and you can't find a better lot of sports in the world than in that same Yankee city. By carrying a lot of extra ballast (dead weight) the little 318-inch Buicks were finally allowed to fight the 600-inch giants, and while it is said there is seldom much honor to be found in any defeat, the way the crowd almost mobbed Burman with congratuations and the manner in which the press and racing experts heaped praise on the Buick for its achievement, causes us to give you the story. for its achievement, causes us to give you the story.

There were twenty starters in the race; good, yes, great cars; with the best and gamest pilots in America at the steering wheels. Until the fifth lap Burman was never more than 36 seconds behind the leader. Then came some riutch trouble, excusable because the clutch began its career with a victory in the 100-mile world's championship at New Orleans last February and has been campaigned all over the country since that time. Burman lost 40 minutes in three stops before he finally resorted to throwing sand in the fly wheel. But from that time on there was no heading the daring champion from Michigan. One by one he moved down the great cars and drivers until at the finish he was going faster than any of the others. A Simplex, selling for 36,000, driven by George Robertson, was first. Burman and his same Burk defeated Robertson and the Simplex by ten miles in that memorable 100-mile race at New Orleans. A \$9,000 Inotin was second. Burman and his Buick bast this car by twenty miles in the same New Orleans race. A \$7,200 FIAT was 2rd and Bobby Burman and his trusty \$1,750 Bulck was \$th.

Behind Burman and His Buick Trailed These.

Ralph DePalma and his \$7,250 Fint; Charles Basic and his \$6,000 Renault (winning driver and car in last 24-hour race. Brighton Beach); Herbert Lytic in his Apperson; Harry Cobe, in his six-cylinder Lozier; Harry Gran, in his six-cylinder Alco (American Locomotive Co.'s former Berliet); Alientingston; three Knoxes; the \$5,250 Stoddard-Dayton and the American Roadster. We could not have defeated a more classy lot of combinations, and if you ask anyone who was at Lowell about what happened there, the answer will be "ENIICK".

By winning SEVEN events at Lowell, the grand total of firsts won by the Bulck team this season, now reaches 148.

"The world's greatest car driven by the world's greatest drivers."

WILLIAM PICKENS.

Racing develops the greatest endurance strain to which an automobile can be subjected. The faster the speed the greater the strain, therefore, this \$1750 Buick is the most durable car manufactured in the world regardless of price.

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\$4.25 Per Ton Opens Wednesday, October 6, 1909. Shorthand, Typewriting There are hundreds of furnaces, sloves and boiler plants now burning gas coke exclusively. Why not call No. \$252, either phase, and