

DOCTOR SHATTERS PET TRADITION

Chicago Physician Says Oysters
Are More Dangerous in Sep-
tember Than in August.

QUESTION OF TEMPERATURE

Bivalves Carry Typhoid Germs Until
Cooler Weather—Profitable Part-
nership—Latest in Stamps.

Special Correspondence.

Chicago, Sept. 8.—Traditions of generations of American oyster eaters were shattered this year when the health commissioner of Chicago, Dr. W. A. Evans, declared that the old law regarding the eating of the bivalve in "months with an r" in them was unscientific, and that September oysters were apt to be as dangerous as those of the hottest summer months. In a formal statement he dashed the hopes of thousands of oyster eaters who had been holding their oyster appetite in check until this month. The blow to tradition was even worse. Not even stewing or frying or scalloping, according to this latest dictum of science, will render an oyster perfectly harmless if it is once bent on destruction. Here are the exact words of the health commissioner, which brought a reprieve of 30 days for the popular sea food: "There is just as much reason why oysters should be tabooed in warm September as in August—in fact, a little bit more. There is some evidence that raw oysters carry infection in their bodies, especially typhoid. In many of the places where oysters are raised they are careful to keep sewage away from the beds, but in many others this precaution is not taken. September is the typhoid month, which is amply significant. So much for the raw oyster. The temperature in cooking will kill germs and will kill most, but not all poisons. If there are putrefactive products in oysters, some will not be killed. It is safer to wait until cooler weather is established before tackling oysters. I would not set the date Sept. 15. This is not a case of calendar, but of temperature. The oyster business in Chicago is larger than is generally supposed and runs into the thousands of dollars a month. Special cars are run from Philadelphia and Baltimore every day and big shipments of the green gulf oyster are disposed of in the winter by the large hotels and 'after theater' restaurants.

PROFITABLE PARTNERSHIP.

An income of over \$1,000,000 a year is what the city of Chicago will derive as its share in the unique partnership between it and the local street car companies which was hit upon as the best solution of the traction tangle. The first complete figures of the city's profit under this arrangement have just been made public and show the success of the experiment. As a result other municipalities with traction problems on their hands may adopt the co-operation plan as a way out of their difficulties. The report which has been issued contains a statement of the net earnings of the two street railway companies for the period ending June 30 and July 31. These figures were: for the Chicago Railways company, five months, \$510,083; for the Chicago City Railway, six months, \$406,481—making a total of \$916,564. The city's share of this sum, as stipulated in the recent

ordinances of the companies is 55 per cent, which amounts to a total in cash of \$504,110 for the half year. At this rate the city may count on an annual income of at least a million and a quarter dollars as the city grows and business conditions improve. Other interesting figures were contained in the statement. President Mitten of the city railway reported fatal accidents during the year as one to every 4,172,727 passengers carried. The figure last year was one to every 2,355,919 passengers. The present valuation of the road is given as \$22,000,000. Both companies report progress in the gigantic task of rehabilitating the street car lines, which a year ago were little better than a mass of junk and antiquated cars, as a result of the skimming of the lines and the subsequent financial panic produced by the famous manipulations of Charles T. Yerkes, the promoter.

MAY SCIMP THROUGH.

Mrs. Maudlin Drummond, recently Mrs. Marshall Field Jr., mother of the boys who are the principal heirs of Marshall Field's \$150,000,000 fortune, was not a rich woman as wealth is accounted in these days. Marshall Field, Jr., left her about \$200,000, and his father's will provided that she should receive the income from \$1,000,000, less whatever she might receive from her husband, this income to revert again to the estate upon her death. It has been said that Mr. Field, Sr., lived for several months in a hotel, and that his famous will would have given his daughter-in-law, to whom he was becoming strongly attached, the income from the estate. The income from the estate, which was to be paid to her, was to be paid to her in the form of a pension. Some conjectures are being indulged as to the amount Mrs. Drummond will be likely to receive out of the income of a million, which is the amount of the estate. According to W. C. Beale, who is the executor of the estate, her recent marriage to Drummond will in no way affect her legacies. That she remarried caused no surprise, as she was never married before. Her strong domestic tastes led her to her husband, who was German-American, her father having been Louis C. Field, a brewer and distiller. The two Field boys, Marshall Field III, and Henry Field, are now in England being educated, but it is understood that they will return to this country for their final education, as it was the wish of the late Marshall Field that they should enter an American university.

COUNTRY'S RESOURCES.

A national convention to consider the subject of the country's natural resources and the best means of preserving them, may be called in Chicago shortly after the election. If plans of the newly organized movement in this direction materialize, the matter has been taken up by the Conservation League of America, of which Walter L. Fisher of this city is president, and William J. Bryan are officers. The league consists of individuals and representative associations throughout the country, including the National Rivers and Harbors Congress, the National Manufacturers' association, the American Federation of Labor, the American Civic Federation, and the National Board of Trade. President Roosevelt is keenly interested in the success of the movement, and had a long conference with Mr. Fisher on the subject at Oyster Bay a short time ago. As a result, the league is taking active steps to stir up interest in the resources of the country, many of which are being neglected or wasted or being sacrificed to the interests of a handful of men. "Our aim now will be to interest voters in the movement," said Mr. Fisher, "so that when they come to cast their ballots in November they will see that congressmen and representatives are returned who are interested in the great work of conservation. But conservation is not the only aim of the league. It plans, as well, to take steps looking to the development of resources, especially timber, to serve for future use. Through the conference of governors called by the president the executive forces of the nation have been aroused to the importance of the conservation problem. Now through the

operations commerce and industry is being reached."

LATEST IN STAMPS.

A novelty in postage stamps which has become common elsewhere, has just been instituted by some of the big business houses in Chicago. This is the stamping of firm monograms on the stamps to serve as identification and as protection against thefts by employees. This for the first time the postage stamps other than cancellations that have been allowed. Some large commercial firms appealed to the government, and a three-cent stamp was sent out by Postmaster-General Meyer, permitting heavy purchasers of stamps to place their marks on the thousands of bits of colored paper which they use every day. This is a blow to the hundreds of persons whose fad is philately and who spend their leisure time pouring over "franks" and "varieties" of regular stamp issues and searching for hidden water-marks with the aid of a magnifying glass. When some time ago some of the 3-cent red stamps appeared with a bit of blue which could be detected over the figure by examination with a good reading glass, even the "varieties" collector spent days and nights trying to get the stamps. Now some of the big firms using the monogram markings have already begun to receive letters from collectors asking for specimens. This is a task ahead of the ardent philatelist, a terrible one if he intends to make a complete collection. The marks, according to the postmaster, are of various kinds, must simply be perforations, the individual punctures not covering more than one thirty-second of an inch, and the whole design within a space half an inch square. Most of those which already have come through the Chicago office are monogram designs. A few firms use initials and others have heraldic crests.

CONDITIONS IN RUSSIA.

Terrible stories of conditions in Russia were brought back by Detective Sergeant Make Mills, of this city, who has just returned from a trip to that country in charge of a fugitive who was wanted in Libau for the murder of four peasant women. "Evil conditions in Russia, never yet have been adequately pictured by any writer," said Mills. "So terrible are they that perhaps no writer can describe them. I visited Vologda, Kiev, Tula, and Minsk. The revolutionists in these places are for the most part boys under the age of 20, and nearly all of them have been in college. I went from Libau to Odesa and found conditions there the same, if not worse. There are on an average of 20 political prisoners executed each day in some of these cities, and it is only on rare occasions that the outer world hears of them. In Odesa I saw 15 men and boys—most of the boys were very young—herded into the prison and shot. They were condemned at a drum-head court-martial, and their bodies were dragged to the pier and buried a few hours after their arrest. There are thousands of Cossacks in Russia, never yet have been adequately pictured by any writer. They are employed by the Russian government, but are in the employment of the various provinces. They are the police of Russia and carry a rifle, a revolver, a saber, a whip and a plentiful supply of ammunition. They are a class or caste of themselves, and have nothing in common with the peasants. One thing you notice when you land in Russia and which keeps itself upon your mind all the time is the presence of the millions of beggars. The cities and towns are overrun with them, and in the country they are thicker than tramps in our country."

A SURE-ENOUGH KNOCKER.

J. C. Goodwin, of Reidsville, N. C., says: "Bucklen's Arnica Salve is a sure-enough knocker for ulcers. A bad one came on my leg last summer, but that wonderful salve knocked it out in a few rounds. Not even a scar remained." Guaranteed for piles, sores, burns etc. 25c at Z. C. C. Drug Dept., 112-114 South Main street.

Cut prices. McWhirter Baking Co.

TAFT STANDS ON HIS RECORD

Replying to Mr. Bryan Says it is
Ample to Define His Position
On Questions of Day.

HAS MADE ATTITUDE CLEAR

Twists His Opponent on His Free Silver
Policy and Asks Where He Would
Stand in an Emergency.

Cincinnati, Sept. 14.—Asserting that his official record, his speech of acceptance and subsequent utterances are ample indications of his own political position, William H. Taft today replied to Mr. Bryan's comment on the Roosevelt letter by switching the spotlight of inquiry back to Mr. Bryan's own political record, and making an analysis thereof. This is Mr. Taft's reply:

TAFT'S REPLY.

"In my notification speech and in other speeches made since, I attempted to make clear my position on all of the issues of the campaign. If Mr. Bryan has been unable to understand them, I cannot make them clear. I stand on my record in the past and what I have said. Mr. Bryan should devote a little time to his own record, from which he seems to be struggling to separate himself with all the adroitness acquired in a 12 years' hunt for an issue on which he can be elected president. The readiness with which Mr. Bryan in successive presidential campaigns, passes from one paramount issue to another shows the lack of principle which has been his selection of an issue has been its plausibility in attracting votes. He presents the remarkable spectacle of one who has been seeking the presidency for 12 years without success and without official responsibility, and without the opportunity to test his proposals into the policies of the country. He does not say whether he is still in favor of the free coinage of silver. He does not now answer the question whether if he were president and an exigency should arise in which he would be called to exercise his discretion affirmative to maintaining the parity between gold and silver, he would exercise that disposition. He has not permitted himself to discuss in this campaign the issue of anti-imperialism which was the paramount issue in 1900 as he declared and in the Philippine islands and even the independentists prefer Republican victory to Mr. Bryan's promises."

BRYAN'S RECORD.

"He now says he favors the more rigid regulation of the railroad. In 1896 he expressed the view that the railroads could not be regulated because the railroads would own the regular appointments by law, and therefore he was in favor of government ownership. We hear nothing from him on this subject. Instead, by describing his platform, not only as an announcement of principles, but as a protection against uncomfortable issues, he has attempted to give bond to keep the peace with respect to government ownership, which by its mere announcement showed its lack of the vote-catching quality. He professes to have been the father, and now to be the heir of

the Roosevelt policies and yet, in no campaign of three in which he has taken part, and two of which he himself led, did he make them the paramount issue. Instead, during the Parker campaign, he took occasion to charge Mr. Roosevelt with militarism and with being completely subject to the influence of corporations, only to see him win the greatest peace triumph in the world and secure such an active stamping out of corporate abuses as to elicit the admiration of the entire country.

FRIENDS OF LABOR.

"Mr. Bryan professes to be the great friend of labor, and yet he was one of the chief supporters in the passage of the Corman-Wilson bill that made labor helpless for four years. He then proposed as a remedy for the disasters to which labor was thus exposed, the issuing of a 50-cent dollar, which would have cut in half such wages as were there, and would have led to the hardest kind of a struggle on labor's part to restore its wages to its proper equivalent under the gold standard. The country has been most fortunate that the failure of Mr. Bryan's railroad propositions has been exposed without the cost of putting them into actual governmental practice, and it will be fortunate, indeed, if the danger of four years' depression, to which it would be exposed in case of Mr. Bryan's election, may be averted, and if by Republican success in November and subsequent prosperity and by a clenching of the Roosevelt policies he may be again shown to be a prophet without honor."

THEY TAKE THE KINKS OUT.

"I have used Dr. King's New Life Pills for many years, with increasing satisfaction. They take the kinks out of stomach, liver and bowels, without fuss or friction," says N. H. Brown, of Pittsfield, Vt. Guaranteed satisfactory results. Z. C. C. Drug Dept., 112-114 South Main street, 25c.

PEACH DAY EXCURSION

To Brigham City, Sept. 15th, via O. S. L. Round trip \$1.25. Special trains at 8:15 and 8:45 a. m. Returning, will leave Brigham 8:00 and 10:30 p. m.

FIRST DOUBLE FATALITY IN MICHIGAN CENTRAL TUNNEL

Detroit, Mich., Sept. 15.—The first double fatality to be charged to the construction of the Michigan Central tunnel under the Detroit river, occurred early today in shaft No. 4, of the Canadian approach to the tunnel, when two men were suffocated to death by smoke from burning timbers and tar paper in the shaft and two others were temporarily overcome by smoke while attempting to enter the shaft in a rescue party. The dead are:

W. R. Kimball, superintendent of shafts number 1 and 2, and Bert Johnson, a carpenter.

In the hospital are Bert Schuman, shaft superintendent; Charles Cakebread, Windsor city fireman.

The blaze was confined to the timbers constituting the false work inside the cement wall. About 200 men were working in the tunnel when the first broke and there was a panic when the alarm was given. It was necessary to pass the men slowly through the air lock as they had been working under air pressure. All the men were reported checked out of the shaft by the timekeeper, and Kimball and Johnson apparently lost their lives, by returning into the burning shaft to look for men who might possibly have been left behind.

CAPT. AVERY COURT-MARTIAL.

San Francisco, Sept. 15.—The taking of testimony in the court-martial of Capt. Solomon Avery, accused of having embezzled soldiers' funds entrusted to his care, has been completed and the summing up proceeded today. The defense maintains that Capt. Avery, who admitted keeping his accounts in a careless manner, sent various amounts by messenger to a bank which recently failed and omitted to call and ascertain how this account stood.

Whitney's History of Utah at Half Price.

The Deseret News takes pleasure in announcing that it has secured the sole rights to the History of Utah, by Orson F. Whitney, originally published by the George Q. Cannon & Sons Co.

This work, which was begun in 1890, and printed in three large volumes (the fourth volume issued being biographical, and not a part of the direct history of Utah), is one of the largest and most exhaustive histories ever compiled of any western state. The three volumes bring the history of the state from the foundation down to the year 1890, at the time of the issuance of the manifesto, and includes the history of the Church from its organization in New York. The first ten chapters are devoted to this subject.

In the three volumes are included 235 full page steel plates, mostly portraits of leading figures in the history of the State, originally obtained at a cost of many thousands of dollars. The volumes each contain approximately 800 pages, a total of 2,351 pages in the three. The binding is quarto size, full morocco with gilt edges, no other style of binding being issued.

The three volumes were originally sold at \$30.00, and several thousand sets were placed throughout the state at that figure. The "News" having obtained the unsold copies of the edition, will place them on the market at the coming October Conference and sell to the first comers at HALF THE ORIGINAL PRICE, OR \$15.00 FOR THE THREE VOLUMES. No single volumes will be sold. Without doubt many libraries throughout the country will avail themselves of this rare opportunity, and Utah people who desire to add this work to their libraries are urged to call at the Deseret News book store and inspect the work during Conference.

The low price at which this rare work is offered will undoubtedly exhaust the edition in a short time. The work will then be out of print, so that every book-lover should avail himself of this last chance.

The original subscribers, who already have the first three volumes of the History of Utah are entitled to the fourth volume (containing individual biographies) free, by addressing George Q. Cannon & Sons Association.

The "News" has no interest in the fourth volume, the work being complete as above stated, in the three volumes, now offered at \$15.00.

NARROW, CLINGING COATS FOR MEN'S WEAR

Chicago, Sept. 15.—Sheath effects have invaded the male wardrobe.

Narrow, clinging coats, guaranteed to adhere closely to the form of man and impart the same swell appearance affected by the other sex, will be "the thing" this fall.

The fact was shown yesterday at the opening of the American style and fashion show at 185 Dearborn street. Numerous examples of the sheath style in men's apparel were on display. They were sent from all parts of the country for the exhibition, which many Chicago tailors assert signifies that the nation is following the styles accepted by Chicago.

One of the noticeable "sheaths" was an exhibit from Pittsburgh. It was a business coat. Cut narrow about the hips and fastened by two cut cloth buttons, it sloped upward in a delicate curve fitting snugly at the shoulder and cut low in front. The "invisible braid" running along the edge of the lapels and cuffs was declared "very proper."

Another "sheath" coat was disclosed in "the honeymoon," this coat is double breasted and buttons almost under the sleeve on the left side. As the waist pocket is on the right, inside, it is declared to be almost impossible to reach.

Overcoats for this fall and winter seem to follow the same line. A noticeable departure from the usual is

the style of having the overcoats creased in the back instead of the sides. Extra flares in the skirt of the overcoat are also new.

A TRAVELING MAN RECEIVED THE THANKS OF EVERY PAS- SENGER IN THE CAR.

"I must tell you my experience on an eastbound O. R. & N. R. R. train from Peudleton to Le Grande, Ore., writes Sam A. Garber, a well known traveling man. "I was in the smoking department with some other traveling men when one of them went out into the coach and came back and said: 'There is a woman sick unto death in the car. I at once got up and went out, found her very ill with cramp colic, so bad, in fact, that I was almost afraid to take the risk; her hands and arms were drawn up so you could not straighten them, and with a death-like look on her face. Two or three ladies were working with her and giving her whiskey. I went to my suit case and got my bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy (I never travel without it), ran to the water tank, put a double dose of the medicine in the glass, poured some water into it and stirred it with a pencil, then I had quite a time to get the ladies to let me give it to her, but I succeeded. I could at once see the effect and I worked with her, rubbing her hands, and in twenty minutes I gave her another dose. By this time we were almost into Le Grande, where I was to leave the train. I gave the bottle to the husband, to be used in case another dose should be needed, but by the time the train ran into Le Grande she was all right and I received the thanks of every passenger in the car.' For sale by all druggists."

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