

PREST. ROOSEVELT ON TAMMANY. Writes for Fortnightly Review on "Reform Through Social Work." HE USES STRONG LANGUAGE

Calls the Hall a "Huge, Highly Organized System of Corruption Tempered With Malevolent Charity."

New York, Oct. 29.—President Roosevelt's article in the Fortnightly Review on "Reform Through Social Work; Some Forces that Tell for Decency in New York City," continues to attract attention in Great Britain, says the London correspondent of the World. "The highest type of philanthropy," he writes, "is that which springs from a feeling of brotherhood, which therefore rests on a self-respecting healthy basis of mutual obligation and common effort."

Capt. Morton F. Goddard, he declares, is the only man in New York "who ever entered upon a career as district leader by the door of philanthropy." And having referred to his establishment of the civic club, he adds: "Very speedily Goddard found himself brought into hostile, embarrassing contact with that huge, highly organized system of corruption tempered with malevolent charity, Tammany Hall. Every foe of decency, from the police player to the protected proprietor of a law-breaking saloon, has found some connection with Tammany. Every move in any direction has resulted from contact of some sort with some one of the underlings of Tammany. Goddard's success as a leader, Mr. Roosevelt ascribed to 'the adoption of the social methods of Tammany, only using them along clean lines. He is a very shrewd politician. If there were twenty such men as Goddard, New York would be saved from Tammany.'"

PACIFIC IMPROVEMENT CO. Gen. Hubbard Acquires Holdings of the Huntington Estate.

New York, Oct. 29.—Gen. Thomas Hubbard has acquired the holdings of the Huntington estate in the Pacific Improvement company, says the Times. The purchase of this interest ends the connection of the Huntington estate with the large western enterprises with which the late Col. F. Huntington was identified.

The Pacific Improvement company now owns a controlling interest in the Guatemala railroad. It also owns the Hotel Del Monte, at Monterey, Cal., several cattle ranges and large tracts of grazing land in Texas and mining and timber lands in British Columbia. The capital stock of the company is \$5,000,000. It is closely held by the Stanford, Crocker and Hopkins estates.

Shot His Mistress.

New York, Oct. 29.—Carmelo Castro, a brother of the president of Venezuela, has just shot his mistress, causing the Caracas correspondent of the Tribune. The latter was in a carriage with a rival. Castro followed the carriage and a dark street stopped the vehicle. He mounted the box seat and fired a revolver. The woman received a bullet in one of his legs. Castro was arrested. To his father he threatened to commit suicide.

ALL QUIET IN VENEZUELA.

Internal Peace Has Been Proclaimed by Castro.

New York, Oct. 29.—Under date of Caracas, October 28, E. Gonzalez Echeverria, Venezuelan consul-general, has received the following cable from President Castro of Venezuela: "Internal peace has been today proclaimed."

Commenting upon the dispatch Consul-General Esteves said: "The revolution so far as Venezuela is concerned, is quashed. This proclamation was made on the anniversary of the birth of that great patriot, Bolivar. The day was a holiday throughout all Venezuela."

WILL NOT EULOGIZE M'KINLEY.

Senator Hoar Gives Reasons Why He Cannot Do It.

Worcester, Mass., Oct. 28.—Mayor Philip J. O'Connell tonight sent to the city council the letter of Senator George F. Hoar, asking to be permitted to deliver an address at the funeral of President McKinley.

In the course of his letter Senator Hoar refers to the fact that he will be unable to buy a ticket to attend the funeral, but if business were the only reason he should endeavor to overcome it. Continuing, he says:

"I ought to be frankness to state another and even stronger reason. I think the eulogy should be delivered by some persons who were in full accord with him upon the principal political matters of his administration. I never questioned his absolute sincerity, his devotion to the public welfare, his love of liberty and his desire to do his duty as God gave him power to see it."

RAPID FIRE GUN EXPLODES.

Injures Captain and Five Privates 28th Battery.

Leavenworth, Kan., Oct. 28.—By an explosion of a Colt's automatic firing gun at Fort Leavenworth today, Capt. Menoher and five men of the Twenty-eighth battery of field artillery were wounded, three severely.

INJURED.

Private Snyder, leg; severe. Private Merriott, arm; severe. Private Riedler, arm; severe. Private Hayes, leg; slight. Private Jones, hand, slight. Capt. Menoher, hand burned and leg injured.

The gun, a new one, was being tested, and was allowed to become too hot, and when the shell exploded, tearing out the breech, fragments of which struck and injured the men.

15 Minutes

sufficient to give you most delicious tea biscuit using Royal Baking Powder as directed. A pure, true leavener.

FASTEST TRAIN SCHEDULE ON RECORD.

What New York Central, Lake Shore, Northwestern, Union Pacific and Southern Pacific Will Do on Sunday—Oregon Short Line New Time Card Also Goes Into Effect.

As a direct result of the recent meeting of officials of the Chicago & Northwestern, Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Company and the Southern Pacific in this city, on and after Sunday, November 3, it will be possible for the tourist to get into a sleeper at the Grand Central depot at New York and not get out again until he arrives at San Francisco. The new service means two nights from New York and Boston to Denver; three nights to Salt Lake and four to San Francisco. The roads that will make it possible to do this great feat of modern transportation are the New York Central, the Lake Shore, Chicago & Northwestern, Union Pacific and the Southern Pacific.

The reason why the officials who questioned while here in regard to the cutting down of the time denied that any such action was contemplated was apparently the fact that they feared the connection of the Huntington estate with the large western enterprises with which the late Col. F. Huntington was identified.

SHORT LINE SCHEDULE.

Over the general offices of the Oregon Short Line for the past ten days there have been a number of consultations among the heads of the operating department and the strings and plus on the big blackboard have been altered time and time again until every train, both passenger and freight, has been provided for. The average layman has no conception of the amount of work which the changing of a time card brings about. Every train has to be provided for so that there will be no long waits on side tracks and at the same time a margin has to be left so that a train can make the switch in time to give the other train coming from the opposite direction the right of way without it having to slacken speed. All this has been accomplished and the new time card is now in the hands of the printer.

The limited fast mail for the east will hereafter leave at 2:55 p. m. instead of 12:45 p. m., the train leaving at the latter hour being for Ogden, intermediate points and the west only. The Atlantic Express for the east will leave at 6:15 p. m. instead of 7 p. m. Arriving, the Fast Mail will reach Salt Lake City at 8:45 a. m. instead of 9:30 a. m. This train will also bring the Portland and Butte connection, which formerly arrived at 9:05 a. m. The 9:25 a. m. train will be between Ogden and Salt Lake City. The Overland Limited from the east will arrive at 2:55 p. m. instead of at 3:40 p. m. and the train from San Francisco at 5:15 p. m. instead of 3:40 p. m. There will be no change in the Cache valley train arriving at 6:50 p. m. The Butte and Portland Express will arrive at 8:20 p. m. instead of at 8:30 p. m.

CHICAGO AND COAST.

The time of the Overland Limited between Chicago and San Francisco will be shortened three hours and ten minutes, and will leave Chicago at 8 p. m. daily, Omaha 8:50 p. m., arriving at Ogden at 1:40 p. m., at Lake 3 o'clock, San Francisco 5:15 p. m., Portland 4:30 p. m. This train is to consist of double drawing room sleeping cars, buffet smoking and library cars, with barber in attendance. Dining car service between Chicago and San Francisco, and a drawing room sleeping car through from Chicago to Portland, connecting at Cheyenne with the Denver-Salt Lake sleeping car.

East bound time and equipment of this train will be practically the same as at present.

No. 6, the Pacific Express, formerly known as the Colorado special, will continue to leave Chicago at 10 a. m., arriving at Denver 1:40 p. m. (with the Denver Express as at present), arriving at Salt Lake 3:10 a. m., San Francisco 4:15 p. m., and Portland at 8:10 a. m.

Remember a fifty cent bottle of Scott's Emulsion given in proper quantities will last a baby fifty days; a child six or seven, thirty days; and a child of ten or twelve, twenty days.

It's a very economical medicine.

If the child is sickly, without appetite, it will nourish and bridge it over until it can take its usual food.

For delicate children without any real disease, it can be used with splendid results.

We'll send you a little by mail. Write to E. J. B. & Co., 405 Broadway, New York.

San Francisco, Portland and Omaha as at present, arriving at Chicago at 7:15 a. m. instead of 7:45 a. m. No. 3, the California Express, will leave Chicago at 11:30 p. m. and Omaha at 4:35 a. m., as at present, to arrive in Ogden at 12:30 a. m., San Francisco 8:25 a. m., four hours earlier than heretofore.

Eastbound No. 4, the Atlantic Express, leave San Francisco at 8 a. m., and arrives at Chicago at 8:30 p. m., as under the present schedule.

The connections for Los Angeles and Portland via the Shasta route, will remain substantially as at present.

PURTYTIVE MILLER AN HOUR. It can be seen that under the revised schedule train No. 3 will be the fastest train. The time from Omaha to Ogden will be twenty-one hours, or four hours shorter than the fastest train on the Union Pacific at this time. In order to maintain this schedule it will be necessary to keep up an average of fifty-five miles an hour exclusive of stops. This will mean that the Union Pacific will put on the fastest train in the West, and for that matter faster than the majority of the trains in the East. It is said that in the near future this train will have an observation car attached and that all the cars will be lighted throughout with electricity.

The equipment of the train for the present will consist of buffet drawing room sleeping car Chicago to San Francisco, drawing room sleeping car, Chicago to Denver; dining car service, Chicago to Green river, tourist sleeping car Chicago to San Francisco and Portland; free reclining chair cars Chicago to Denver and Chicago to Salt Lake, buffet smoking and library car Chicago to Omaha, and sleeping car Chicago to Cedar Rapids. The schedule time from Chicago to Portland will be substantially as at present, arriving at Portland 8:10 a. m. The tourist sleeping car for Portland will be transferred at Cheyenne from No. 3 to No. 5.

ANOTHER R. G. W. BRANCH.

Salina Canyon Survey to Connect With Main Line at Mounds.

From a prominent visitor passing through the county the other day, whose name we promised to withhold, we learn that the railroad surveying outfit now in Salina canyon is really engaged in surveying a road from the canyon to connect with the main line either at Mounds or Parnham. Our informant overheard a conversation only a few days ago between an employee of the engineering department of the Rio Grande Western company and a man much interested in the coal measures of this county, that run something like this:

"What's the real object behind the railroad work now being done in Salina canyon?" asked the coal man of the railroad employee.

"A railroad through Castle Valley," was the reply.

"What points will it touch?" queried the coal man.

"That I cannot say, but what's the name of that settlement near Orangeville?"

"Castledale," suggested the coal man.

"That's it; Castledale. Well, that's one town the road will be built to, I am certain, but as to other towns, some of them will be on the line, of course, but which ones they will be I cannot say."

"How about the line touching the coal beds?"

"Well, it will be quite an easy matter to run spurs to the best coal deposits." The above is just about as we received it, and we have no intention to question the veracity of our informant.—Emery County Progress.

T. G. METCALF TO RETIRE.

Succeeded by J. M. Herbert—Russell Harding for Vice President.

Denver, Colo., Oct. 29.—The News today says:

An astonishing official announcement will be made from the headquarters of the Denver & Rio Grande railroad today or tomorrow.

T. G. Metcalf, general manager of the system, is to retire on November 1, and will be succeeded by J. M. Herbert, late general superintendent of the Southern Pacific.

Russell Harding, third vice president and general manager of the Missouri Pacific road, becomes vice president of the Denver & Rio Grande.

It is understood that the retirement of Mr. Metcalf means a sweeping change in the transportation department of the road.

SPIKE AND RAIL.

It is rumored that there is a plum in store for H. R. Koser in the near future.

A gang of tracklayers is at work putting in a new side track at Grass Creek on the Union Pacific.

There is a force of Southern Pacific surveyors at work locating a route for the proposed tunnel through the Sierras. Another party is at work down the Truckee river between Truckee and Reno.

The Oregon Short Line will run a mining excursion to Tintic on Sunday morning. The special will leave this city at 7:15 a. m. and leave Tintic on the return trip at 4 p. m. This will give visitors five hours at the mining camp.

After President H. G. Bart left Ogden for the East with Vice President Rea of the Pennsylvania road last Wednesday, the special came near making a record run over the Union Pacific. More than a mile a minute was made in many places.

The changes announced by the Denver News on the Denver & Rio Grande for November 1 will not come as a big surprise to railroad men here, who have been forecasting something wherein Messrs. Herbert and Russell

Harding would prominently figure ever since the visit of the Gould party here. Ogden Standard: The Union Pacific graders, while plowing at the mouth of Echo canyon last week, plowed up two human skeletons which had been buried there in early days. Some of the old-timers in that vicinity remember when they were buried and the circumstances which brought about their deaths.

It was reported in Wall street yesterday afternoon that a conference had been or was about to be held between J. P. Morgan and the Kuhn-Loeb interests concerning the Northern Pacific. The conference of the Kuhn, Loeb & Co. and J. P. Morgan & Co. It was said that no information would be given out at present as to the Northern Pacific, and that the conference report would not be denied or confirmed.

VARIOUS COURT ITEMS.

Sarah Amelia Lilley seeks freedom from the bonds of an unhappy marriage on the grounds that her husband, Herbert Frederick Lilley, deserted her on July 27, 1900, for a foreign time has failed to provide for herself and her little girl. Mrs. Lilley asks the court for a decree of divorce, a permanent alimony of \$25 a month and the restoration of her maiden name, Simpkins. The defendant is an architect's draughtsman and the marriage took place at Portland, Oregon, on Oct. 2, 1897.

Wm. D. Hawkes has petitioned the probate court for the letters of administration of the estate of Hannah C. Hawkes of Lewisville, Idaho, who died in this city on Oct. 15th, leaving real estate in this city valued at \$1,000. The heirs are the husband and seven children. The petition will be heard on November 8th.

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REPRESENTATIVES ARE CHOSEN.

Utah Wool Growers' Association
Selects Delegates to Convention.

TO BE HELD IN CHICAGO.
One Hundred Delegates From Live-Stock Association to be Selected By President White.

The executive committee of the Utah Wool-Growers' association has selected 100 delegates, and 100 alternates to attend the fifth annual convention of the National Livestock association to be held at Chicago, December 2 to 6. The international livestock exhibit will be held the same week. The Utah Livestock association will have 100 delegates which will be appointed by President John H. White. Three delegates will be appointed by Governor Wells and each county is entitled to one delegate. The delegation of wool-growers is arranging for a special train to run through to Chicago without change. A number of the delegates will take their wives along and it is anticipated that Utah's representation will be one of the largest.

The delegates from the Utah Wool-Growers' association are as follows:

E. H. Callister, J. H. Moyle, A. F. Doremus, E. H. Davis, J. M. McLean, E. H. Rudy, W. L. Pickard, T. M. Mumford, R. C. Callister, Moroni Reese, John C. Sharp, W. D. Walton, E. J. Jeremy, E. H. Booth Jr., William O. Wain, G. F. Peck, Thomas W. Jones, all of Salt Lake City; W. D. Park, Raymond; George Roberts, George Harris and H. C. Stephens, Henefer; H. C. Richards, Echo; Bud Stocking, Gale; Sam Gilbert and Peter Clegg, Tooele; Jesse M. Smith, Layton; H. H. Stevens, Oakley; J. H. Seely, W. D. Candland, and S. B. Jensen, Mt. Pleasant; William Aylett and John A. Eber, West Jordan; Taylorville; A. D. Findlay, Kibler; L. E. Freeman, Herriman; C. S. Carter, J. H. Davis and J. S. Hacking, Veranda; Alvin Adams, H. D. Bailey and Lafayette Parmer, American Fork; J. S. Olson, J. M. Jensen, Orson Hudson, W. L. Wright and Alma Jensen, Brigham City; W. R. Ellis, Isaac Fitzgerald, A. J. Nelson, E. H. Meeks, H.

Alternates—Theodore McKean, Hyrum Newton, George Naylor, William Freeburn, W. H. Freeman, S. Kingsburg, J. S. Bowldice, James Winters, W. H. Chicago, J. S. Conde, all of Salt Lake City; Joseph Mayne, Brigham; T. M. McCune, J. E. Lunt and P. P. Anderson, Nephi; Jacob Magieby and H. E. Lisonke, Monroe; R. McMichael, Hotchkiss, Heber City; Aaron Dandee, Riverton; Abraham Chadwick, Malad, Ida; A. J. Day, Ionia, Ida; Lewis Sampson, Soda Springs, Ida; J. A. Hall, Chis, Roseton, Ida; Harold Hale and A. J. Knollin, Kansas City, Mo.