

# DESERET EVENING NEWS

## WEATHER REPORT.

Record at the local office of the weather bureau for the 24 hours ending at 6 a. m. today:

Barometer reading at 6 a. m., 35.72 inches; temperature at 6 a. m., 50 degrees; maximum, 65 degrees; minimum, 44; mean, 54, which is 1 degree below normal.

Precipitation since the first of month, .47 inch, which is .06 inch above the normal.

Accumulated excess in precipitation since January 1st, 1.43 inch.

FORECASTS TILL 6 P. M., THURSDAY.

Local forecast for Salt Lake City and vicinity:

Fair tonight and Thursday.

Forecast for Utah, made at Denver, Colorado:

Generally clear tonight and Thursday.

## WEATHER CONDITIONS.

An area of high pressure extends from British Columbia southeastward to Colorado. No well defined "low" appears on the map. Precipitation has occurred over western South Dakota, Minnesota, Wisconsin, Illinois, southwestern Kansas and along the Gulf coast. Galveston reports the remarkably heavy fall of 9.20 inches during the past 24 hours, making a total of 14.08 inches during the past 24 hours. It is cooler over Idaho and western Montana. Pocatello reports light frost.

L. H. MURDOCH,  
Section Director.

## TODAY'S TEMPERATURE.

10 a. m., 60; 11 a. m., 61; 12 o'clock, 63; 1 p. m., 64.

# THE Semi-Weekly News

Published Mondays and Thursdays. Contains the cream of the daily and Saturday News. Circulation greater than that of any paper published between Denver and the Coast. Sample Copies free.

## 10-day's Metals.

SILVER, Bar, 57 3/4 cents  
LEAD, \$3.90  
CASTING COPPER 15 3/4-cents lb.

## LOCAL BRIEFS.

The commercial department of the High School is to be equipped with thirteen new typewriting machines.

C. B. Atwood has gone to Uintah county via Fort Bridger and Carter with 20,000 native trout fry to place in Brush creek near Vernal.

Secretary S. W. Sears of the State Fair association announces that he will begin paying premiums again on Thursday afternoon of this week.

At tonight's session of the Elks Exalted Order will present a financial statement showing the results of the late street fair and carnival.

Supt. Aird of the Wasatch county schools and several teachers of the Heber city schools visited yesterday the public schools of Sugar and Farmers wards.

S. L. Bristol, a member of Hold's band, has been given a \$200 double E flat bass horn or tuba. This instrument will reach eight notes below the lowest note reached by a BB flat bass.

In compliance to his request Secretary Beatty of the state board of health is receiving word from school authorities all over the state that they are disinfecting and cleaning the school houses.

An accident occurred on Third South and West Temple streets yesterday afternoon in which a gravel train, bound north, crashed into car No. 35 of the street railway line, and demolished the rear end of it. Neither motorman was killed, but the smash-up.

Willis Schade, a 13-year-old boy, living at 630 east Second and Sixth streets has run away from his home, and it is feared that he has gone to California, as he has threatened many times to do. The police officers both of this city and Ogden have been notified.

At the meeting of the executive committee of the Utah National Association of Christian Endeavor last night, Rev. John Carver, pastor of the First Presbyterian church of Ogden, was elected president to fill the vacancy caused by the removal to Denver of Benjamin L. Corum.

Arthur Wither and A. E. Walker have returned from their Idaho hunting trip, which proved to be a fiasco. They were out after big game but there had been any snow fall to force the elk deer, and hence out of the mountains so the local hunters returned home to wait a season.

General John C. Cannon has received from Adjutant General W. C. Liller, of the National Association of Spanish War Veterans, notice of his appointment to represent Utah on the national council. The council is composed of such men as Generals Fitzhugh Lee, Joseph Wheeler, Captain Richmond Pearson, Hobson and others of national fame.

David W. Leaker, one of the oldest residents of the city, died yesterday afternoon at his home, 642 east First South street. He was born in England, and emigrated to Utah forty-three years ago. He was a blacksmith. His trade and was a skillful workman. He is survived by a wife and several children. His death was caused by paralysis. His funeral will be held from the Eleventh ward meeting house tomorrow afternoon at 2 o'clock.

ZION'S SAVINGS BANK and Trust Co., the oldest and largest savings bank in Utah, pays 4 percent interest on \$1 to \$5,000. Store at 100 Main.

LORENZO SNOW, President.  
GEORGE M. CANNON, Cashier.

UTAH COMMERCIAL AND SAVINGS BANK  
Interest paid on savings. W. P. Armstrong, pres., P. W. Madsen, vice-pres., J. E. Caine, cashier.

UTAH COAL  
Castle Gate, Sunnyside, and Clear Creek-Lump, \$5.00 per ton. Winter Quarters Lump and all nut coal, \$4.75 per ton. Anthracite all sizes, 73 south Main St., Telephone, 429.

D. J. SHARP, Agent.  
Patronize Stores That Display "We Give Trading Stamps" (Signs.)

# MA EFFECT THE OIL DEVELOPMENT

## Election of Standard Oil Representatives on U. P. Directorate.

## MAY GIVE WYOMING SETBACK

## Senator Clark's Projected Road Now The Hope of the Wyoming Oil Prospects and Companies.

With the election of two representatives of the Standard Oil company to the directorate of the Union Pacific yesterday, as set forth in the "News" last evening, the future before the promoters of oil companies in the Wyoming fields does not take upon itself a very rosy hue. As a prominent railroad man said this morning, "It now looks like either a case of selling out to the oil trust or enacting the role of the mouse fighting the lion."

From the first week after the discovery of oil in territory tributary to the great Union Pacific system that railroad company was not inclined to enthrone over the situation. Despite the fact that good flow was struck in and adjacent to the Aspen tunnel no steps were taken to develop the strikes. All the work which has been done in this direction has been performed by individuals and private companies. Under the original land grant to the Union Pacific that company has every other section for twenty miles adjoining its tracks. According to the grant the Union Pacific lays claim to all oil struck on the property of the Union Pacific Land company. This matter is now pending in the courts and it is said that the decision in the test case proceedings at hand will not be rendered until next spring.

In the meantime the business of the Standard Oil company has been too big a plan to warrant the risk of antagonizing the oil trust. As a consequence the shipments from the Wyoming oil fields over the Union Pacific have been represented by a cipher.

After the election of Union Pacific directors in Salt Lake yesterday afternoon it is on the cards that the Standard Oil company will have a big "say so" when it comes to the development of the Wyoming fields, in a manner similar to that which has been in evidence in the Texas oil districts.

It is right here where Senator W. A. Clark of Montana bobs up severely. The oil fields are as yet in their infancy and may, or may not, prove to be bonanzas. One thing is certain, if Wyoming develops the promise already made Senator Clark will push his interests in conjunction with his oil holdings in Southern California and a lively competition to the Standard Oil company will spring into existence. The Montana multi-millionaire has all along stated that he is not wanting to mean his eastern outlet for the San Pedro, and by the time trains are running between Los Angeles and Salt Lake that the trans-continental gap will be closed up. When this is accomplished the development of the Wyoming, Idaho and Utah oil prospects will be excessively lively. W. A. Clark has demonstrated that he is a fighter from the drop of the hat and his movements are being watched in New York with intense earnestness.

## SIGNIFICANT ORDER.

## Independent Roads Excited Over Gould-Harriman Story.

A special dispatch to the Los Angeles Times from Chicago has the following startling story, in which, however, the Missouri Pacific phase of the situation is covered.

The independent roads outside of the Gould-Harriman roads outside of the city of all the agents of the Oregon Short Line have been instructed that where business is not routed via the Union Pacific direct to the Missouri River and points east, it may be sent east over the Rio Grande Western and Denver and Alton, and where business is being routed via the Union Pacific to the Missouri River and the Northwest to Chicago, or Union Pacific (Kansas Pacific) via Kansas City and Chicago and Alton, it is to be sent via a determination to crowd the Burlington and Rock Island to the wall.

The opinion is that in the near future similar action will be taken as regards business from the California coast and the local territory of the Southern Pacific, and will force all that business exclusively over the Gould and Harriman roads.

## ASPHEN TUNNEL FINISHED.

## Trains to Run Over Leroy-Bear River Cut-Off Sunday Night.

The famous Aspen tunnel has been completed at last after the contractors have had to face engineering problems that fall far below the lot of few engineers during a lifetime. The Aspen tunnel came very near placing the firm of Fitzpatrick & Collins for a time in an embarrassing position; the "Union Pacific" and Alton, however, realized the difficulties under which the contractors were working and gave them plenty of leeway, with the result that one of the most stupendous pieces of engineering on the American continent has been completed.

President Horace G. Burt yesterday afternoon stated that he expected the tunnel to be completed by today, and that it was on the cards that trains would be running through it by Sunday night.

Among the many improvements on the Wyoming division that have been instituted under the regime of President Burt at the cost of over ten millions of dollars, the cut-off from Leroy to Bear River is the most important and avoids the celebrated Tappan's Hill, at best a very difficult piece of road to operate at all times of the year, but particularly in winter. Through this section the old road found its way as best it could, with many sharp and dangerous curves, and grades so heavy that helping engines were required for all heavy trains going in both directions.

Leaving Leroy, the new line, with graceful sweeps, flows from side to side the historic Mormon Pioneer Valley, a distance of 11.45 miles, to Aspen Tunnel. This is the largest single piece of work ever undertaken by the Union Pacific. It pierces Aspen ridge, one of the eastern foot hills of the Wasatch range, for a distance of 5,800 feet from portal to portal. Owing to the character of the material encountered, and the presence of water in large quantities, the construction of this tunnel is one of peculiar interest. The formation is the carboniferous in which are found soft shales and sandstone interbedded by some great convulsion of nature, and tilted at an angle of about 25 degrees from the horizontal. To hasten the work of construction, a central shaft was sunk, the top of which being 231 feet above grade. From the bottom of this, headings were started east and west, and were pushed as rapidly as possible to connect with the end headings, until a heavy flow of water caused

a suspension of work. Excavation from that time on was pushed at the end only. The greatest depth below the surface is 446 feet. The highest point above sea level reached is 7,296 feet. The tunnel has been finished for a single track. It has been lined throughout with timber and for a considerable distance with concrete. It is a concrete, making it one of the most perfect pieces of work of the kind on the continent.

A peculiar feature of the work was the taking out of the tunnel material with steam shovels. All power has been furnished by large air compressors. A perfect electric lighting system was installed and ventilation secured in all workings by fans in improved patterns. This new line is 22 miles long and shortens the distance ten miles as compared with the old line with very small amount of curvature, and has long distances of straight line where high speed can be attained without difficulty.

## UNION PACIFIC EARNINGS.

## Report for August Shows a Big Increase Over a Year Ago.

Omaha, Oct. 8.—The report of earnings for August of the Union Pacific made public shows an increase in net receipts of a quarter of a million over the same month of last year. The report is for the entire system, including the Oregon Short Line and the Oregon Railway & Navigation company and is as follows:

Gross receipts, increase, \$232,433; expenses, increase, \$157,717; net earnings, increase, \$74,716.

## Another Freak Engine.

San Francisco, Oct. 9.—A railroad engine is now nearing completion in the North Pacific Coast Railroad company's machine shops at Sausalito, which, if it half accomplished the sanguine hopes and predictions of its inventor, will result in a radical revolution in the construction of locomotives. This new mechanical prodigy differs from other engines in that it has the engineer's and fireman's cabs out in front instead of rear of the boiler, thus affording the men the best of an unobstructed view of the track ahead.

## To Bridge the St. Lawrence.

New York, Oct. 9.—A special to the Times from Montreal says:

W. Seward Webb, president of the Cape Breton railway; Arthur L. Meyers, president of the South Shore railroad, the control of which he recently acquired, and H. Regensberger have arrived in the city from Montreal, to select the site for the St. Lawrence bridge. Mr. Meyers returns to the city next week when he is expected, definite announcement will be made.

## SPIKE AND RAIL.

Engineer T. M. Baird of the Oregon Short Line is up from California.

W. H. Firth, general agent passenger department Rock Island at Denver, is expected to arrive in Salt Lake tomorrow morning.

The earnings of the Rio Grande Western from July 1 to September 21 show an increase of \$157,300 over the same period last year.

Eastbound trains over the Rio Grande Western and Union Pacific are heavily loaded with returning clergy from the San Francisco convention.

W. F. Ladd, traveling auditor of the Rock Island, with headquarters at Wichita, Kansas, accompanied by Mrs. Ladd, came in from the East this morning. They return home tonight.

It is said that the President Steel Car Co. has built as many cars in the first seven months of this year as it did in the whole twelve months of the previous year. This is owing to increased facilities.

The Oregon Short Line passenger department announces an excursion to Ogden at 6 o'clock Friday evening to accommodate those who are desirous of accompanying the Salt Lake Opera company. The train will return after the opera.

Arthur B. Smith, assistant general passenger agent of the Burlington at Omaha, who is not unknown to Salt Lake, has sent in his resignation, effective November 1. He has been selected to take charge of a new company now being organized in Boston to manufacture rubber tires for vehicles and other rubber goods generally.

The officials of the Union Pacific who were instrumental in recommending the Aspen tunnel and assisted in carrying out the plans to a successful end were President H. G. Burt, General Manager E. M. Davis, W. L. Park, superintendent; W. A. Whitney, assistant superintendent; H. W. Sheridan, Green River, trainmaster; F. B. Parker, assistant superintendent.

Advance sheets of the introduction of "For's" Cough Remedy have just been issued. There was an increase in railroad mileage during the year of little more than 3,000, bringing the total mileage completed on Dec. 31, 1900, up to 84,400. The increase in mileage was a gain in revenue of \$24,000,000, and a gain in surplus of \$24,000,000.

After a week's conference the Union Pacific railroad has settled its differences with the engineers and firemen by conceding a point of difference to the latter. The trouble was over a recent order whereby the engine train crews were to run from North Platte to Chicago instead of to St. Louis. The railroad had annulled the order.

G. W. Valley and wife of Denver are visiting with Mr. and Mrs. W. L. Pickard of this city. After the strenuous week spent by the general agent of the Burlington in the Queen City he had come to Utah to indulge in some duck shooting over the club grounds of which Mr. Valley is one of the original promoters.

Frank L. Rice and Jacob Wolf, ticket brokers of Chicago, have been found guilty of forging railroad tickets. The case was worked up by the Western Passenger association and is the first conviction secured in Cook county, Ill., against this class of offenders. The prosecution of similar offenders throughout the country is now to be pushed to the limit with the object of wiping out these thorns in the side of legitimate passenger business.

## CHAMBERLAIN'S COUGH REMEDY

Saved My Boy's Life.  
"I believe I saved my (nine-year-old) boy's life this winter with Chamberlain's Cough Remedy," says A. M. Hoppe, Rio Creek, Wis. "He was so choked up with croup that he could not speak. I gave it to him freely until he vomited and in a short time he was all right." For sale by all druggists.

W. T. Wesson, Ghoslenville, Va., druggist, writes: "Your One Minute Cough Cure gives perfect satisfaction. My customers say it is the best remedy for coughs, colds, throat, and lung troubles."—Globe-Tribune, Drug Co., corner First South and Main streets.

## TEMPLE NOTICES.

St. George, Sept. 6th, 1901.—The St. George Temple will close on September 27th, and reopen on October 29th, 1901. DAVID H. CANNON, President.

Manti, Utah, Sept. 18, 1901.—The Manti Temple will close Friday evening, Sept. 27, 1901. Reopen, Wednesday, October 9, 1901.

JOHN D. T. McALLISTER, President.

## PITIFUL CASE.

## Young Girl Swoons and Forgets Her Name and Residence.

A peculiarly pathetic case of a young woman who has apparently lost her memory came to the notice of the police last night. A young woman about 22 years of age staggered into a front yard near the police station and swooned from exhaustion.

She was picked up and carried into the house and Dr. Hosmer examined her. At times she was conscious and was able to answer questions intelligently which were put to her, but anything touching her identity or that of her relatives or friends she seemed unable to remember. She said she could not recall who she is, where she had been or where her home was.

After resting for some time she said she remembered coming down a road taking a street car, but after that she could not remember anything more; and her mind became a blank again. It is supposed that she had been wandering about the streets for hours and becoming exhausted till in a swoon as above related.

The police were notified and made every effort to find out who she was, but they were unable to do so. Her purse was examined but it revealed nothing more; and her mind became a blank again. It is supposed that she had been wandering about the streets for hours and becoming exhausted till in a swoon as above related.

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## TO SKEPTICAL ASTHMATICS.

The truly marvelous cures of Asthma which have already been effected by Dr. Rudolph Schiffmann, certainly call for notice. His preparation, (Schiffmann's Asthma Cure) not only gives instant relief in the most stubborn and obstinate cases, but positively cures, in proof of which hear what the Town Clerk of Cavalier, N. D., Mr. W. Sereus, says: "I was troubled with asthma for 20 years, about 8 years ago I started to use your Asthma Cure, and have not had an attack for six years."

Schiffmann's Asthma Cure can be obtained at all Druggists at 50c and \$1.00 per package, or by writing direct to Dr. Schiffmann, Box 804, St. Paul, Minn.

51300 TO BUFFALO PAN-AMERICAN AND RETURN, \$15.00

Use the Nickel Plate Road daily, with limit of 15 days; 20 day tickets at