

WESTERN PACIFIC GOING TO OREGON

Entry of Gould Line Into Harri-
man Territory in North-
west is Indicated.

BELIEVED TO BE BACK OF IT.

Hammond Roads to Be Extended More
Than 350 Miles—What New
York Paper Says.

The following interesting summing up
of the Oregon-Idaho railroad situation
is printed in the New York Commer-
cial of August 13:

A. B. Hammond, president of the
Corvallis & Eastern, and Astoria &
Columbia not only disclaims any inten-
tion of selling those properties, but
says without reserve that the first
road to be extended from the
terminus at Idanha, Linn county,
across central Oregon to some point on
the Snake River, probably Ontario,
the Astoria & Columbia River will be
pushed south along the coast, from
Seaside to the Nehalem & Tillamook
country. These projects will aggregate
more than 350 miles of new construction
by the Hammond lines within the
next few years.

Work cannot begin this year, Mr.
Hammond says, owing to the scarcity
of labor, which makes railroad building
unusually expensive. His next season
it is expected work will begin on
the coast from Idanha, which will
be 350 miles long.

The extension of the Astoria & Col-
umbia River will reach the Nehalem
& Tillamook sections, where Mr. Ham-
mond has large timber holdings. The
line will be built up the Necanicum
River from Seaside, and across the di-
vide from that stream to a tributary
of the Nehalem. It will then follow the
Nehalem valley for some distance,
when it will turn south to the Tillamook
country, reaching a terminus at Tillamook
bay. The extension will be 35
miles long.

The building of these lines is believed
to mean more than the extension of the
Hammond lines into new territory.
Many believe this move assures the en-
try of the Gould lines into Oregon. It
is said that the destination of the Cor-
vallis & Eastern extension may not be
Ontario, but a point in the Klamath
country, where a junction will be ef-
fected with the California, Nevada &
Oregon, an alleged Gould line intended
to be pushed north from the main line
of the Western Pacific at Reno, Nev.,
to Lakeview, and the Klamath country.
The road has already been completed to
Madeline Plains, Cal.

HUBBARD AND HAWLEY.

Associated with Mr. Hammond in the
ownership of the Corvallis & Eastern
and the Astoria & Columbia River are
General Hubbard, formerly a vice-
president of the Iowa Central and the
Mississippi & St. Louis. Mr. Hawley
is also a director of the Western Pac-
ific and the coast and the transcon-
tinental road that Gould is building
across America, which will be the only
transcontinental system in the United
States in which all units will be under
one ownership. He is also deeply inter-
ested in other capitalist enterprises, including
B. F. Yonkum, in the Colorado south-
western, for which most ambitious
and important developments are un-
der way. In connection with the St.
Louis & San Francisco end of the Rock
Island system.

The main line of the Western Pac-
ific now building, is to run from Salt
Lake through Reno, Nev., to San Fran-
cisco. Another theory of the extension
across Oregon of the Corvallis & Eastern
is that the new construction will be
built southeast to a point in southern
Oregon or northern Nevada, where a
direct connection will be made with
the Western Pacific.

That Gould is back of the reported
extension into interior Oregon of the
Hammond line would not surprise rail-
road men who have been looking for
some such development. The building
of the Corvallis & Eastern to a junc-
ture with the Western Pacific or the
California, Nevada & Oregon, and the
closing up of the gap between Al-
bany and Portland or Yacoltia and
beyond, would give the Gould in-
terests access to all the harbors of the
Oregon coast of any account outside of
Coos bay. As to terminals and other
requirements, provision would already
have been largely made for the en-
try of the Gould road without a long
and hard fight with the Harriman in-
terests to gain a foothold in the state.
This means of reaching Portland and
tapping the Oregon country would com-
mend itself to the backers of the new
Gould lines.

RIVAL PROJECT DEFEATED.

With the announcement by President
Hammond of the construction of the
Central Oregon road, the hopes of the
Christian Co-operative Federation to
build a line along this same route to
hold on glimmering. Representatives
of the organization, declining to give
out any statement in regard to the
failure of their plans to carry out this
project, although it has been formerly
announced that an option was held on
the Corvallis & Eastern and the
building of this line was only a matter
of a short time.

The Central Oregon country is prob-
ably the largest territory of the United
States outside of Alaska without
railroad facilities. The settling aside
of \$1,000,000 by the Harriman system
was announced late last year for the
construction of the first 150 miles of the
Oregon Eastern from Weed, at the
base of Mount Shasta, to a point north
of the Klamath marshes in Oregon.
This was the first step in the projected
line, which would connect with the Nat-
ion extension, making a detour from
the main line of the Southern Pacific
taking in the Klamath country.

The ascent along the Willamette
river and crossing the Cascades to the
eastern Oregon plateau can be made
by the Natron extension, it is stated,
on gradients not exceeding 1 per cent,
although the first line built will have
a maximum grade of 3 per cent until
such time as more costly permanent
construction will be authorized. This
grade will be encountered from Natron
to the summit of the Cascades, where
the divide will be crossed, at an alti-
tude of 500 feet, at a point near Cres-
cent Lake. The line will then run
southeasterly out upon the great plain
of eastern Oregon south of Walkers
range.

If the Harriman system would safe-
guard the advantageous position it now
holds in this state, the Central Oregon
country must be tapped by these con-
necting lines with the Southern Pacific.
The advent of other powerful interests
makes it imperative that these lines
be built and activity on the projects al-
ready mapped out will probably be no-
ticed soon.

The surveys of the Hammond inter-
ests offer a shorter cut across the state
than the projected route of the Ore-
gon & Eastern, besides entering a bet-
ter settled country for almost the en-
tire distance, with the exception of the
Klamath section.

The construction of the Oregon East-
ern is being handled from San Fran-
cisco in the office of Chief Engineer Hood.
Announcement of the appropriation au-
thorized for the building of the first 152
miles was recently made by General

FOR DESSERT

TO-NIGHT

Tip Top Dessert Jelly.

MADE IN A MINUTE.
ALL FLAVORS. 10c. A PACKAGE.
ASK YOUR GROCER.

Bucknam & Vanderpool, Mfrs., New York.

Manager O'Brien of the Harriman lines
in the northwest.

NORTHWESTERN COMING.

C. & N. W. to Increase Stock by \$100,-
000.000 so as to Extend.

The threatened invasion of Idaho and
Utah by the Chicago & Northwestern
that has been talked of so long now
seems to be materializing. In this con-
nection an Associated Press dispatch
from New York says:

"Stockholders and voting bondhold-
ers of the Chicago & Northwestern
Railway company, at a meeting to be
held in Chicago, Oct. 18, will be asked
to vote on the proposition to increase
the capital stock of the company from
\$100,000,000 to \$200,000,000. No official
explanation of the object of the pro-
posed increase in the capital stock was
made."

To date the extension of the North-
western has reached the Shoshoni res-
ervation in Wyoming and the advance
grade of the line is now about 200
miles distant from Salt Lake.

JOSEPH RAMSEY TALKS.

Reaches New York and Gives Inter-
view of New Railroad.

New York Aug. 17.—The Herald to-
day says:

Joseph Ramsey, Jr., former presi-
dent of the Wahash railroad, arrived
in this city yesterday to consult with
several financial interests regarding
his new railroad enterprise—the New
York, Pittsburg and Chicago Air-line.
When seen at his offices, the railroad
builder gave an interesting review of
his project.

"I see," said Mr. Ramsey, "that sev-
eral critics assert that \$150,000,000
would not pay for the construction of a
double track road between New York,
Pittsburg and Chicago. They seem to
ignore the fact that I and my asso-
ciates have had engineers and survey-
ors forces in the field for three years,
and that we now have franchises and
rights of way for our lines from the
eastern to the western borders of
Pennsylvania."

"Our line between Pittsburg and
New York will be less than 380 miles
in length, and at a rate of \$150,000 a
mile for construction and a reasonable
amount of equipment, which is 50
above the average, the cost would be
only about \$50,000,000. West of Pitts-
burg the construction work will be far
less expensive. After we get 80 miles
west of that city, we will strike flat,
prairie land, where we can construct a
double track road for less than \$50,-
000 a mile."

"Our proposed line is 65 miles shorter
than that of the Pennsylvania between
Pittsburg and New York. The survey-
ing and reconnoissances we have
made to Chicago, give us a route 100
miles shorter than the Pennsylvania
and Fort Wayne, 150 miles shorter
than the New York Central, and 185
miles shorter than the Erie."

"Our maximum grades east bound
are 20 feet to the mile throughout the
route, while the route via the Penn-
sylvania grades up the western slope
of the Alleghenies are 60 feet to the
mile."

"Mr. Ramsey, while admitting that he
has foreign financial aid to some ex-
tent in his project, still refuses to dis-
close the nature of his backing or name
his associates."

"Entrance into Chicago is a compar-
atively easy matter," he said. "There
are several belt lines there from which
it is possible to lease terminal facili-
ties."

The New York-Pittsburg line, Mr.
Ramsey believes, will be constructed
in three years.

HARRIMAN DIVIDENDS.

Union and Southern Pacific Companies
Announce Them Today.

New York Aug. 17.—The executive
committee of the Union and Southern
Pacific companies announced today
that the following dividends have been
declared:

A semi-annual dividend of two per
cent, on the preferred and a semi-an-
nual dividend of five per cent, on the
common of the Union Pacific; and a
semi-annual dividend of 2½ per cent,
on the common stock of the Southern
Pacific.

The five per cent, dividend on the
common stock of the Union Pacific
compares with a previous dividend of
three per cent, on that stock. The di-
vidend on Southern Pacific common
stock is the first ever declared on that
stock. The official announcement says:
"It is understood that of the di-
vidend of five per cent, on the common
stock of the Union Pacific, three per
cent, is charged to surplus earnings of
the railroads and two per cent, to in-
come from investments."

EXCURSION TO BIG HORN.

Oregon Short Line Runs One Next
Month Via Montana.

The passenger department of the Ore-
gon Short Line announces that it will
run an excursion to Big Horn Basin,
Wyo., in connection with the Northern
Pacific next month. Tickets will be on
sale Sept. 1 to 3 inclusive, and it is
expected that a number of residents of
this state who have friends and rela-
tives who recently settled in the Big
Horn country will take advantage of
this opportunity to pay them a visit.
This makes two excursions from Salt

Lake to Big Horn next month. One is
via the Rio Grande and Burlington,
taking in the scenery and Denver en
route, and the other a shorter haul via
Butte.

STAGE LINE SOLD.

F. W. Vogler Disposes of Red Rock &
Salmon River Route.

F. W. Vogler of Red Rock, Mont.,
has sold his interest in the Red Rock &
Salmon River Stage company to H. B.
Eastman of Boise, and is now on his
way to California. Next year he will
give his personal attention to the man-
agement of a 16-motor car stage line,
which he established in the Nevada
gold fields a year ago.

Mr. Vogler started at the bottom of
the ladder 23 years ago in Boise, where
he spent his last quarter for a plate of
pork and beans. He was a school
teacher in Ohio and came west looking
for similar occupation. After he spent
his last coin he walked to Caldwell,
where he was told he could get a
school, but arrived too late. Some
friends took him in at Caldwell and
fed him and he eventually returned to
Boise, where he got a position as clerk
with a stage company. Eventually he
became a part owner in the line and
the rest was comparatively easy.
He is well known in Salt Lake and is
frequently in this city on business.

SPECIAL TRAIN TO BOISE.

Arrangements are now under way on
the part of the Oregon Short Line to
run an excursion special train from Salt
Lake to Boise direct in connection with
the forthcoming National Irrigation
congress. If present ideas are carried
out the train will leave Salt Lake at 8
o'clock on the evening of Thursday,
Aug. 30, arriving in Boise the next day.

SPIKE AND RAIL.

General Passenger Agent D. E. Bur-
ley of the Oregon Short Line has gone
to Idaho.

J. D. McGill, traveling freight agent
for the Rock Island at San Francisco,
is here today.

J. L. Minnis, general attorney at St.
Louis for the Missouri Pacific, is ex-
pected to arrive here this afternoon.

The Rio Grande special from Park
City brought in 150 Woodmen to take
part in today's celebrations at Lagoon.

The latest innovation of the Cana-
dian Pacific for the convenience of
travelers on its line is a quick lunch
car, and it is proving immensely popu-
lar.

District Passenger Agent E. Drake
of the Rock Island and W. Howe of
the Rio Grande ticket office have re-
turned from a business trip to Glen-
wood Springs.

The removal of machinery and
coaches in the old car shop and playing
mill of the Oregon Short Line at Poca-
tello to the new freight car repair shops
has commenced.

Traveling Passenger Agent Younger-
man of the Rock Island has returned
from Omaha from escorting the Utah
and Idaho G. A. R. veterans over his
line. He reports them to have been
all well and happy when he left them.

INFORMATION WANTED.

Mrs. A. T. Wood, nee Hosking, of 9
Bourke street, Laurelton, Tasmania,
wishes information of her father, Philip
Winneott Hosking, who came to Utah
many years ago, and who was at one
time a resident of Plymouth, England.
Anything that will enable Mrs. Wood to
learn of her father or of his family here
will be gratefully received by her.

You are missing something these Hot
days if you haven't tried MOUNTS
Pork & Beans. They are certainly fine.

AUGUST 26TH AND 27TH.

Excursions to Heyburn Idaho.

Via Oregon Short Line for sale of
town lots. Round trip \$10.00, limit ten
days. See agents for further particu-
lars.

GENERAL WORK FOR UTAH GUARD

Boys Are Now in Field Exercises
With Regular
Troops.

IS NO SICKNESS IN CAMP.

Hospital Corps Has Little to do While
Company A Plays Leap Frog
After Hike.

Camp of instruction near Islay,
Wyo., Aug. 15.—With the beginning
of regimental and brigade field man-
oeuvres Friday, the real work of in-
struction in warfare on a large scale
will begin for the Utah troops. Be-
tween now and then separate company
and platoon drills will perfect the men
in the smaller details of field service.
Everything is progressing satisfactorily
and the strictest discipline is main-
tained by the regimental officers, who
are ordered to arrest all offenders
against the military code.

A second arrest of a non-commis-
sioned officer has already occurred.
The offender in this case was Quar-
termaster Sergeant Adolph Lund, who re-
fused to obey a commissioned officer's
orders to issue tools for making camp
until the Q. M. tent was pitched. He
was placed under arrest and Sergt.
Burkhardt was entrusted with the
work of issuing spades and shovels.
No serious lack of discipline has been
noticed as yet, and the right standards
will be maintained until the end of the
encampment.

TROOPS SCATTERED.

Not all the Utah troops are to-
gether, and the signal corps is busy
erecting a field telephone system from
the Utah camp to the general head-
quarters and to the detached Utah
commands. These consist of the bat-
tery, which is camped with the general
artillery forces, five miles from the in-
fantry, and the troop of cavalry which
is located with general cavalry camp.
The camp of instruction is located
in a level dip between mountain peaks,
and is admirably suited to general
manoeuvres. Utah headquarters con-
tain the staff and band, and the in-
fantry command, consisting of Com-
panies A, B, C, D, E, F and H. The
signal corps is with the concentrated
corps from other commands. The al-
titude is about 8,500 feet, and the
temperature is not high. Soldiers find
it agreeable to keep their coats on
most all day, and even at noon it is
none too hot.

THE COMMISSARY.

So far the principal sufferings, with-
out which a campaign would lose most
of its flavor, have come from cold rat-
ions on the way to camp and an ir-
regular commissary the first day on
the grounds. "Thirty minutes"
is an expression that will remain clas-
sic in the guard. On the train near
Green river it was promised that there
would be something to eat in "30 min-
utes," and this 30 minutes was just two
hours long by the clock. Since then
many other periods of "30 minutes"
have marked the intervals between
meals in the campaign, and there is the
usual supply of insurgent talk in con-
sequence, which will no doubt be work-
ed up into letters home with a due
touch of color for sauce. If the com-
missary department is well establish-
ed, and the ration is what Uncle Sam
has decided is proper for his troops in
the field.

PLAYED LEAPFROG.

The Nephites from Nephi who are
otherwise known as company A, are a
husky lot of farmers. To prove it
they have steadily refused to report on
the sick list, and they played leapfrog
after the 10-miles march to the manoeu-
ver grounds. They even wanted to
challenge any other company to march
back that night and make the distance
over again, but the bid had no takers.
The hospital corps has had little to do,
and the general health is excellent. A
rain that caught the troops without
shelter and continued Tuesday night,
created some trouble, and inconveni-
ence, but the weather seems settled
now for good.

BATTERY IMPROVING.

Compliments continue to come in for
the battery on its soldier-like excel-
lence. In unloading its equipment and
marching to its camp it made a record
for itself that is being much praised,
and that has invited favorable comment
from regulars. Contrary to general pre-
cedents, it is the officers who have had
the most trouble getting things to eat.
Removed from any source of supply
they have been unable to locate things
as good to eat as those given out to en-
listed men.

Company H, under Capt. Bassett and
company B, under Capt. Kneass are
easily the best disciplined companies of
infantry. H company has furnished
men for orderly two mornings in suc-
cession at guard mount, and its men are
universally neat and well conditioned.

Mail for the soldiers should be ad-
dressed care National Guard of Utah,
Camp of instruction, near Islay, Wyo.

CASTILLA & RETURN, \$1.25

Via D. & R. G. Aug. 18.

Leave Salt Lake 7:15 a. m. and 8 a.
m. First trains runs via Mill Creek.
Returning, leave Castilla 3:46 p. m.
and 10:30 p. m. Annual outing of Salt
Lake Press Brick Company employ-
ees. Everybody invited.

Keith-O'Brien Co.

Saturday the Big Shopping Day at Keith-
O'Brien's — Orchestra Program in the
Evening — Everybody marvels at the throngs
in this Store Every Saturday Evening

This hot weather makes the fountain man more anxious
than ever. Please tell him if it is cold enough for you.

Oxford Day

SATURDAY has grown to be a Great
Shoe Day at this store. Why? Because
the specials for this day are reductions
which our customers cannot resist.

Infants' Ankle Ties in brown
Infants' White Canvas Shoes
Infants' White Canvas Slippers

65c

85c Infants' Slippers and Oxfords in Patents
or Vici Kid.

95c Misses' and Children's Slippers and Ox-
fords on Bargain Table for easy selection.

50c Many new styles and pretty effects in In-
fant' soft sole Shoes, Slippers and Moc-
casins; just in this week.

\$2.65 Take advantage today of the price on
any pair of Women's Oxfords, in
stock, values \$3.50 to \$6.00.

\$1.45 Any pair Boys', Youths', Misses'
and Children's Oxfords, values
\$2.00 to \$3.50.

A large jar filled with a good quality
Sachet Powder—any odor—will be given
FREE, with every 25c purchase or over
—in the Drugist Sundry Department,
Saturday Only.

Our linen trade is jumping right up.

Mothers will find school suits for boys reduced
one-fourth.

The time to buy oxfords is now—any of our
high grade, snappy styles at \$2.65—our regular
\$5 and \$6 makes.

Our Saturday Evening concerts are a treat.

Women often buy furnishings for men folks.
Those who do, being shrewd shoppers, depend
upon our furnishings. Style and values the best
but prices are more reasonable.

New Gloves— Long and Short.

White Silk Gloves in large sizes for 25c
Long black Silk Gloves at \$2.00
\$1.00. Hile Gloves, black, white, gray or cham-
pagne, for 75c
The Hile in brown, navy, black, white—fine
quality 59c
\$1.00 short silk gloves—all colors 75c

Advanced styles in millinery is now arriv-
ing.

One-Fourth Reduction on
all Colored Umbrellas.

Saturday is waist day at this store.

Something for Boys' and Girls.
and Prices to Please the Mothers

Boys' school suits—that will wear—made for
rough play—suits that look nice—good, strong
qualities—one-fourth reduction.

Percale Shirts for boys at Half Prices, 65c for
33c; 50c for 45c, and other similar reductions.

A fine line of caps for boys—the very kind for
school wear. 65c for 50c; 85c for 65c.

We have still a few white and colored dresses
for school girls—Half Prices.

LADIES' HANDKERCHIEFS. Plain with em-
brodered corners. 1-1-3 cents each and 2 for a
quarter.

White Bags—The entire stock,
either linen, embroidery or kid.
Values from 75c to \$2.50 for—
Half Price.

Another new lot of val laces and inser-
tions—worth up to 50c a bolt—special, 33 cents a bolt.

FOR SATURDAY EVENING!

Specials from 6 to 9:30.

400 Remnants Table Linen, 260 Remnants
Crash, 300 ½ doz. in a lot Napkins. All
offered at 60c on the \$1.00.

Remnants of Ginghams, Percales, Calicoes,
Madras, White Waists. One-fourth off
regular prices.

1000 yards fine White Egyptian Checked
and Striped Dimities, regular 20c and 25c
values, for 15c yard.

100 pairs, White or Grey Cotton Blankets,
size 64x74, \$1.10 grade for 85c pair.

ALL DAY SATURDAY.

50 dozen Bath Towels, regular 22½c grade,
for 15c each.

100 dozen All Linen Napkins, full size,
\$2.25 grade, for \$1.59 dozen.

20 inch Cotton Twill Crash, 8½c grade,
for 5½c yard.

25 dozen Fringed Damask Towels, size
28x45, 20c each.

Perhaps you
don't care

for a weak heart
in hot weather.

It's a lot easier to get
on without one.

Suppose you stop the
Coffee and use

POSTUM

"There's a Reason."

ESTABLISHED 1864

F. Auerbach & Bro.

ONE PRICE TO ALL NEVER UNDERSOLD

Saturday Values Such as Never Have Been Given

A Great Bargain List, Overflowing With Special Items.

Six Big Specials in Cloak and Suit Dept.

Great Sale of Mercerized Satin Petticoats, \$1.00 values, 98c
go at
Shirt Waist Suits marked very low—the \$3.00 kind sell-
ing now at 1.45
A Wrapper Special—A good percale house wrapper, light
colors only, \$1.25 kind, at 65c
Pretty Lawn Shirt Waists, a great variety of styles and de-<