

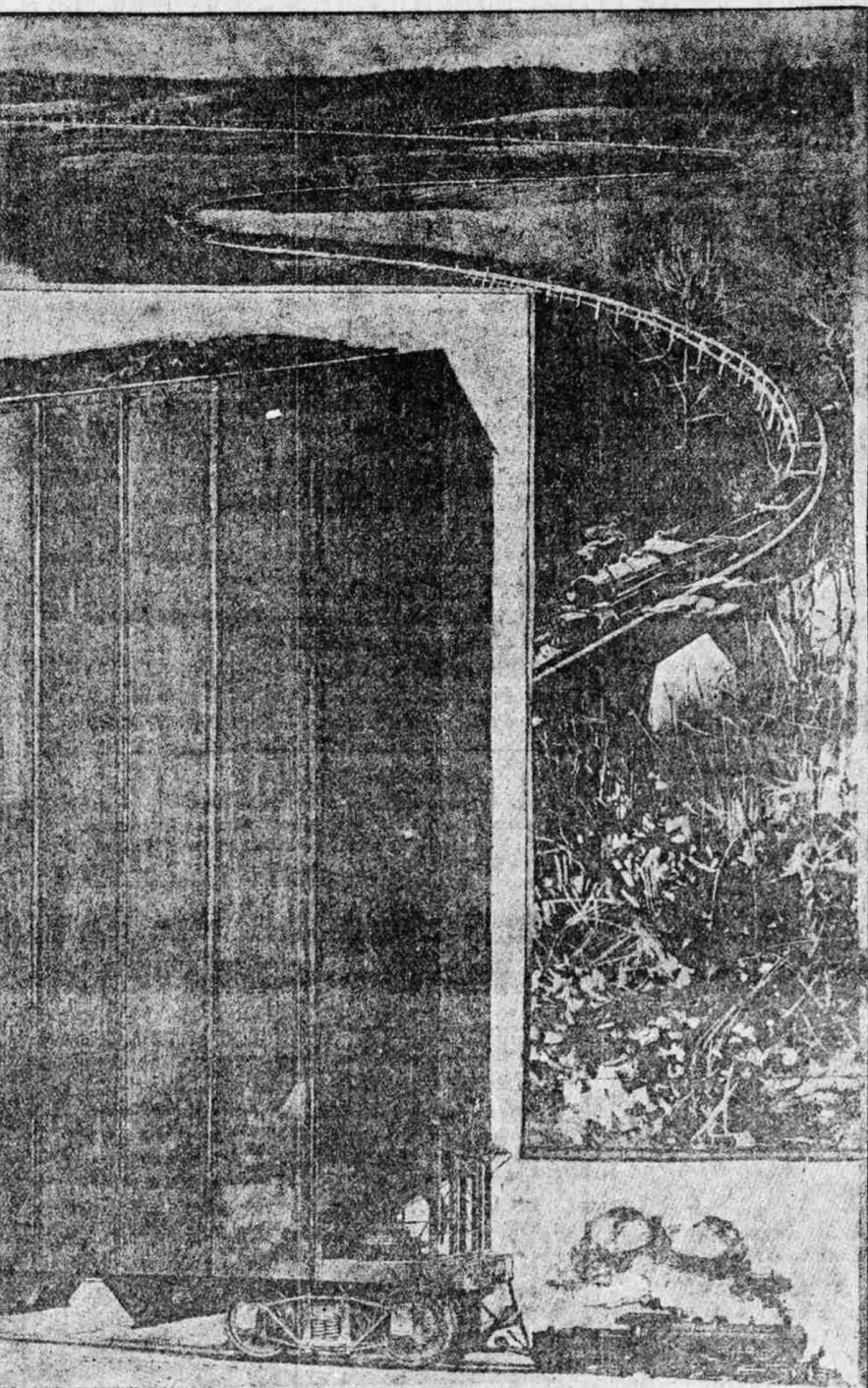
Rogers' Dream Is Now a Reality

Morgans once more became the masters by saving Wall street from utter ruin. Today the bulk of the Rogers estate lies in the roadbed, rails and equipment of the Virginia railway. H. H. Rogers, the younger, a man of 30 years old, is the sole owner, and in that respect occupies a peculiar position in the railroad world. His father, unable, notwithstanding his great natural vigor, to survive the shock occasioned by his financial loss, died on May 19 last, following another attack of apoplexy. The younger man, who, largely by virtue of his ownership of the Virginia railway, seems likely to become one of the world's richest men, has had a thorough training for the responsibilities which have fallen upon his shoulders. Already he has become president, treasurer and a director in the Staten Island Midland railway, assistant secretary, treasurer and a director in the Richmond Light and Railroad company; secretary, treasurer and a director of the Atlantic Coast Electric railroad; a director of the New Jersey & Staten Island Ferry company and the Southfield Beach Railroad company, and he holds responsible places in several other corporations identified with his father's interests. Besides young Mr. Rogers watching the record haul of December 19, were his brother-in-law, Urban H. Broughton, president of the railway; Raymond Dupuy, vice president, general manager and several others of the company's officials.

Triumph in Railroading Which H. H. Rogers Would Have Dearly Liked to Witness

One engine the other day drew a train more than a mile long, composed of 120 cars, loaded with 8600 tons of coal, for 12 1/2 miles at an average rate of fifteen miles an hour, on the Virginia Railway, for which the dead Standard Oil financier jeopardized his vast fortune in order to make it a road of easy grades.

in charge of W. H. J. L. Rollins, fireman, conductor, and had a bearing of 500 net tons at 1904, at \$15,510, the at 3:55 o'clock in the night at Sewell's Point, the James river, at 1 date. This achievement, the one in railroad history, Henry Huddleston Rogers Oil company is dedicated much of his own death. The story devotion to the stupendous plan of the Deepwater road, later the Virginia unusual enterprise and the sacrifice of Mr. Rogers, who was killed in the present accomplishment. Five miles of the coal water were laid out in the thought of a line Pocahontas coal fields total of 42 miles of most it was conjectured would be eventually extend regions between deep station, and act as a spur Chesapeake & Ohio rail with the lumber district Rogers did. A controlling factor in the road, however, the ad through route to Tidewater near the present eastern would open up 100,000 acres of coal lands. He ure, a complete survey to Tidewater, a distance road mileage from New generally rough character. It was obvious that it would be exceedingly engineers (the two term- men) were told to con- the best route the coun- showing a maximum grade 1 per cent. From the west Virginia, Roanoke point where the line had its main idea to consider of coal facilities. As a plan was hit upon to a standard was to be used over the these standards covered a items, such as stations, curves and crossings of conducting this survey of Virginia was greatly that it would have been had been marked out. Pro- main ridges, genuine sierras both profile, narrow, tor- id rapid mountain streams, dimensions with the sea- curities which seemed at venable. Construction Is Begun. Many discouragements, be- irregular country and the atom land in many of the the construction of the water route was under- in 1907 the work had ex- to the Alleghenies. Mr. funds were needed to 0,000 estimated for the en- but the want came at a time. A bear market of the spring international disturbance led liquidation and re- securities Standard Oil pressed, and the Rogers commonly placed at \$100- ily met heavy losses. Al- money markets of the world and credit was universally the inflation of industrial Rogers set out to borrow his enormous holdings influence, however, did this crisis, and to save railway he was obliged to open money market and securities. These in- led Oil, Consolidated Gas, Copper and Union Pacific, paid 14 per cent figured normal rate, and his per- was demanded on all the handwriting on the wall in Wall street at the time. It was the Tidewater credited with hasten- death. In the summer following he had his ex- 300,000. Three months later Trust company panic turning on the light at power house had spread throughout the financial ed to New York. While quarters closed the Rogers fortune crumbled Pacific sold at \$100 a \$5 from the top price winter. Millions were hand of H. H. Rogers weakened on every side. From its leadership, and the



Drawing shows locomotive pulling the mile long train of 120 cars and the same locomotive pulling an imaginary car of a size equal to the combined 120, about thirty-six times larger than the engine and tender. Arrow shows last car of train.

Total Weight of Train

The total weight of the mile-long train between engine and caboose, including 120 cars, was 8,600 tons. Each car carried fifty-five tons, which included a 10 per cent overload, for the ordinary capacity of the type of gondola is placed at fifty tons. The engine was of the Mallet compound articulated type, and it carried 215 pounds of steam, consuming twelve tons of coal during the run. No coal was taken enroute, although several stops were made, causing a total delay of fifty-four minutes. The actual running time was eight hours and eleven minutes.

First Test Haul

Last June a test haul of eighty cars on the Virginia railway from the summit of the Alleghenies to Tidewater fulfilled requirements for the two-tenths of 1 per cent grade. The weight of the coal car- ried at this time was 4310 long tons. Early last fall this record was broken by a train of 106 cars carrying almost exactly 8000 tons of coal. There was a ton weight behind the engine of 7562 tons. The train was made up at the assembling yards in the usual way and turned out without any special preparation. Long trains were first used in the summer, and trains numbering eighty and ninety steel cars have been running regularly since. Records of these runs have been kept by R. P. C. Sanderson, superintendent

Bridges Sustain Great Weight

The rule allowing a maximum grade of 0.2 per cent, compensated for curves against eastbound traffic, was followed in the construction of the road from the assembling yards at Princeton to Sewell's Point, with the exception of a pusher grade on the western slope of the Alleghenies. All bridges and trestles can carry cars of 100,000 pounds capacity hauled by locomotives which can pull a gross weight of 6000 tons back of the tender. High trestles and heavy cuts and fills testify to the mammoth engineering difficulties encountered in the perfecting of the low grade. The cuts vary from a height of ten to eighty feet, and one bridge at Buck Lick, near Princeton, W. Va., 1100 feet long, reaches a height of 203 feet. One cut near Moneta required the excavation of 250,000 cubic yards of earth and rock in a distance of four miles.

Hard Work for Train Crew

Train crews on the long, winding caravans of steel which now regularly follow the former's Deepwater-Tidewater route find several hardships incidental to their service. One is the matter of signaling. Because of the great distance between their outposts the crew members, numbering only half a dozen, cannot readily make themselves understood by one another. The direction of warning arms is not apparent half a mile away, particularly in misty weather, and in case of sudden emergency the very length of the train affords considerable chance of serious mishap. A system of air signals by whistles, such as is employed on passenger trains, may be provided to obviate the danger.

Want Caboose Padded

On account of the surging of the latter part of the train the men posted at the rear are obliged to hold fast most of the time, and when the train is traveling at its maximum speed the men in the caboose are pitched violently against the sides at every turn. It is said that a petition has been framed by some of the crews to have each caboose padded; otherwise painful injuries are likely to result. Those to whom credit is due for the engineering of the Virginia railway are H. Fernstrom, Raymond Dupuy, vice president, William Page of Tidewater, Dr. J. O. Green of Deepwater, B. T. Elmore, assistant chief engineer, L. R. Taylor and E. Gray, Jr., assistants; P. F. Hamilton, engineer of bridges, and C. H. Stengel, designing engineer.

American Women Know How to Dress?

By Margaret Watts De Peyster

their evening dress. The woman you see at the opera or at some society event does not seem to be that same smart, flashing girl of a few hours before, when she was strolling on Fifth avenue, or sipping tea at one of the hotels. From the sensibly-dressed girl has become the much-dressed woman, with too much lace, too much jewelry, and altogether too much trimmings, that attract more attention than the wearer of the dress. The women here enjoy themselves much better than do the men. To your men everything is business. The great trouble is that everybody is money mad. It is different abroad. With much less money than you have here, both the men and women get much more out of life and are satisfied with just enough money to enable us to enjoy those pleasures.

One of Real "Four Hundred." Freddy Townsend Martin has really proved himself in earnest about that American embassy thing. Freddy related to me several months ago his plans for a special train with two cooks, a French chef, a valet, a companion, a secretary and a companion. Mr. Martin declares that his trip through the south did a world of good. I was surprised but not amazed to read in some of his speeches secrets of society betrayed for the first time—folks of the idle idled as only the energetic Freddy could portray them.

Gossip About Astors. Until Mrs. Ava Willing Astor, the divorced wife of Col. John Jacob Astor, really goes to the altar for the second time, gossip will be continually busy linking her name with eligible of the

Kedleston will be the man of Mrs. Astor's choice. London club talk seems to favor Captain the Honorable Cyril Myles Brabazon Ponsonby, second son of the Earl of Bessborough. I think it quite as pertinent to wonder whom the dashing Col. Astor will lead to the altar next.

Frank Gould's Love Letters. Frank Gould, who has assisted quite materially in keeping the domestic side of the Gould family in the public eye, must feel mightily chagrined at the appearance of his love letters to Bessie

De Yoe, the vaudeville singer. Mr. Gould has been living quietly, I might say very quietly, in France. It was with considerable interest that I scanned his letters for mention of names well known to the Social Register, but the nearest I got was a dissertation upon the love affairs of "Jap." Now who is "Jap," I wonder!

W. Gould Brokaw, who received the usual dose of publicity during the separation suit of his wife, has been hiding upon his country estate near Charlotte, N. C. Naturally of a nervous

temperament and unused to such experiences as divorce in New York leads a man through, Mr. Brokaw suffered keenly from the play which the newspapers made of his case. Mrs. Brokaw has been living with her father, Col. Blair, on their Long Island estate, but on the contrary the separation case seemed to depress her but little.

Fashionables Disappointed. There was keen disappointment among the rank of the fashionables when it was found that Mrs. George Keppel, the favorite of King Edward, was not coming to America. True, her husband came, but it was Mrs. Keppel upon whom interest of New York centered. Of course, every one has heard of the new million-dollar residence which Mrs. Keppel is building in Grosvenor square, London. Recognition by her is the open sesame to the inner circle of the English court, and to the favor of King Edward as well.

The coming summer will see a busy time ahead for Mrs. Belmont, who will again open Marble House, one of the most palatial of the show places in Newport. Indeed, the task of converting Newport to suffrage has been delegated to Mrs. Belmont, and she is planning to hold a number of meetings upon the ground of her home. Mrs. Belmont has delegated to Mrs. John H. Hasnan the task of converting Narragansett pier. As the politicians say, the outlook is good with not all the outlying districts heard from.

Personal Mention. Alfred Gwynne Vanderbilt, whose wife, Elsie French Vanderbilt, it will be recalled, divorced him last summer, is at present engaged in making an extended automobile tour of southern France. After six weeks of auto touring Mr. Vanderbilt will go to Paris, where eagerly awaits him until time to start his annual coaching venture between London and Brighton.

Mrs. William K. Vanderbilt, who professes candidly that she has no love for suffrage or suffragettes, has gone in for children's work. Mrs. Vanderbilt, in order to get a glimpse of an unfortunate child life at close range, has been visiting children's courts, where the little vagabonds and the youthful incorrigibles are treated to justice.

Miss Helen Frick, daughter of Mr. H. Clay Frick, is doing much for charity and the cause of working girls, which never gets into print. She has given away upwards of a quarter of a million dollars and she is only 20 years of age now. I might add, in passing, that there isn't a newspaper which has an authentic picture of Miss Frick.

Mr. and Mrs. George H. Snowden of New York and Seattle, Mr. Snowden being a niece of President Taft, will not return to this city until the middle of March. They are at present enroute for Egypt.

Baker Is Bankrupt. Adelbert Arden, a baker in Eureka, filed a petition in bankruptcy in the federal court Saturday, according to the usual schedule. Arden's debts amount to \$4074.34, and his assets total \$1812, of which sum \$495 is claimed as exempt.

Salt Lake Statistics

- Births.**
C. W. Buester, 824 Fourth East, boy.
David Taylor, 505 Third avenue, girl.
F. H. Ballard, 1521 Eleventh East, girl.
J. Noorlander, 953 East Second South, girl.
William Wharton, 527 South State, boy.
W. H. Smith, 225 West Sixth South, boy.
- Deaths.**
J. R. Gordon, Los Angeles, Cal., aged 59, endocarditis.
Rosaiah Gukalsberg, Emergency hospital, aged 52, fracture of skull.
J. L. Tilt, 52 M street, aged 8, membranous croup.
- Marriage Licenses.**
J. A. Mazel and Alice Lusher of Salt Lake.
William Down and Susie Martin of Salt Lake.
- Real Estate Transfers.**
W. C. A. Vissing et al to Loraine Investment company, part of lot 5, block 29, plat 11, \$35,000.
W. W. Rivers et al to Julia Dorius, part of lot 7, block 3, plat 7, 700.
Anton-Jenski company to Fanny E. O. Spencer, lots 21 to 25, Country Club place, 1500.
Loraine Investment company to W. C. A. Vissing, part of lot 5, block 53, plat B, 8500.
Loraine Investment company to W. C. A. Vissing, part of lot 5, block 53, plat B, 6500.
Ester E. Buckle to George Buckle, part of lot 4, block 14, plat C, 500.
Susie Jeffs to the Realty Building company, part of lot 8, block 72, plat C, 10.
James E. Wool et al to S. Thompson, Jr., part of lot 5, block 19, plat A, 6000.
S. R. Combs and Mary McSchraffen, part of section 19, township 1 south, range 1 west, 725.

NEW CEMENT COMPANY HAS \$10,000,000 CAPITAL

By Associated Press. TRENTON, N. J., Jan. 22.—Articles were filed with the secretary of state here today merging the Cement Manufacturing company into the Alpha Portland Cement company, which has works in Warren county, N. J. The new Alpha company is to have an authorized capital of \$10,000,000.

Butcher Weyler's Book

Special Cable to The Tribune. MADRID, Jan. 22.—"My Rule in Cuba," General Weyler's book, now almost ready for the press, is to be at once translated into English and is expected to have a considerable circulation in America. The book contains an elaborate defense of Weyler's reconcentrado policy, which it declared would have been effective in stamping out the rebellion in Cuba, had it not been for the interference of the Americans. Weyler, it is understood, is unsparing in his criticism of the course of the United States in connection with the Cuban troubles.

to The Tribune. Jan. 22.—American evening functions. The announcement comes from de Siney, scion of one noble houses, who is to be Louise Logan, grand-daughter of John A. Logan, war soldier. Mr. De Siney agreeable time in this was lavishly entertained in Newport, so he had to be. "Your women are beautiful in the world," he to marry an American and an excellent opportunity of the women of this city and I must say they are but in the evening they dressed. They wear and gingerbread stuff, detracts from their appeal as from their beauty, though simplicity about

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business to tell you the watches and our watches habit.
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SM LL PAYMENT DOWN—BALANCE \$1.00 A WEEK—\$4.00 A MONTH
EMPIRE CREDIT CO. 103 E. Second South.

Cut Down Your Electric Light Bills

By Using Only the Best Incandescent Lamps

In order to protect our customers against cheap and inferior lamps we buy only the best grades and take the added precaution to have them carefully inspected and tested by the Electrical Testing Laboratories of New York City before shipment from the factory to guard against defective or inferior lamps being included in the shipment.

We sell carbon lamps to our customers at the following prices:

- 8-candlepower and 16-candlepower.....25 cents
- 32-candlepower40 cents

When the lamps are burned out or blackened we exchange new ones for the old ones at the following rates:

- 8-candlepower and 16-candlepower.....10 cents
- 32-candlepower40 cents

We recommend that lamps be exchanged when they become blackened even though they are not burned out. The blackened lamp uses as much current, but gives much less light.

Utah Light and Railway Company
"Electricity for Everything."

The Last and Best Bargains in Our Great 1/2 OFF SALE

The best comes last. These are the ones that will long be talked about.

- Ladies' \$50 Suits—\$25
- Ladies' \$40 Suits—\$20
- Ladies' \$30 Suits—\$15

Charming Suits, fashioned to delight the eye of every neat dresser. Each one a beauty. Each one will fit perfectly. All high-grade garments. Sold on terms to suit your convenience.

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