

AN ANSWER TO LAWSON.

The late partners at 26 Broadway of Thomas W. Lawson in the promotion of Amalgamated Copper, have been given another month in which to "settle" with the Frenzifer.

The February number of Everybody's Magazine is out, and for the seventh or eighth time it is a preface or foreword to the promised "Story of Amalgamated," but no Amalgamated story—only Lawson's usual amalgam of fiction. He makes no effort to explain the lie of his bogus life insurance policy in the last number of the magazine. He deals out a lot of fiction as to how sentiment is made by the "system" in Wall street, and gives much evidence that his articles are now intended for consumption miles away from any centers of financial intelligence.

The outside cover of the magazine this time insults Lawson instead of the court. It reads, under the picture of a hatchet, "I cannot tell a lie."

Most of Lawson's frenzification today is in the half-page advertisements in the newspapers advising everybody to sell their stocks and bonds and afterwards to keep on selling, and to buy Everybody's Magazine.

The regular magazine section is devoted to the reproduction of newspaper puffs of Lawson. The real article is in the back—and the story of Amalgamated still further in the background.

Lawson's center piece this month is: "It is only a matter of simple mathematics to ascertain the day, and that only a few years away, when ten men will be as absolutely and completely the legal owners of the entire United States and all there is of value in it, as John D. Rockefeller is the absolute legal owner of the large section of it of which he is today possessed. When the day is here the people will legally be the slaves of these ten men." This is a good sample of the Lawson fiction and the Boston News Bureau will answer it in a few words.

If John D. Rockefeller is possessed of \$500,000,000 and William Rockefeller of \$200,000,000, and H. H. Rogers of \$100,000,000, and two other members of the "system" have each \$100,000,000, the brains, the machinery and the "Christian gentlemanliness" of 26 Broadway, as described by Lawson, will aggregate \$1,000,000,000, but besides these five multi-millionaires, there are twenty others in the building whose aggregate wealth is not less than \$500,000,000. Some of them may be supposed to have millions that are not a part of the Lawson robbery system, but put them all together and their aggregate wealth today cannot exceed \$1,500,000,000 or somewhat more than the total debt of the United States government.

This total wealth of 25 multi-millionaires at 26 Broadway expanded to the total limit is still less than 2 per cent of the aggregate wealth of the United States.

By Lawson's "simple mathematics" ten of these "system" men must eat up the other 15, before they can hope to get 2 per cent of the wealth of the country. And then the Lawsonian task is before them at over 60 years of age to gather in the other 98 per cent and make in a few years "legal slaves" of 80 million people worth more than a thousand dollars each or eighty thousand million dollars.—Boston News Bureau.

Thief Travels in Trunk.

An ingenious thief who secreted himself in a trunk addressed to the freight station at Smichow, in Austria, was captured after he had filled the trunk with miscellaneous valuables from other luggage.

GEORGE WESTINGHOUSE.

In the January World's Work, Theodore Nevins sketches the career of George Westinghouse in an article which we abstract as follows:

When Mr. Westinghouse sought to introduce his air-brake, he met with universal disappointment. At last he got permission to explain the brake to Commodore Vanderbilt. The old man ended by asking: "Do you mean to tell me that you can stop a railroad train by wind? I have no time to waste on fools."

But Westinghouse kept on and finally persuaded Ralph Bagley, a friend who owned a foundry, in return for a fifth interest to make apparatus for a single train. The first application on the Pan Handle prevented a collision with a wagon. The brake had proved itself.

On convincing railroad men in the United States of the practicability of his invention, he went to Europe to introduce it there, and he met with no easy task. It required seven years to convince the conservative railroad men of England.

His next project was that of piping natural gas into Pittsburg. No one had dared to risk the millions necessary to do the work. But Westinghouse carefully computed the cost and the possibilities of profits, and set about in 1885 to form a company—the Philadelphia company. He needed six millions for his plans, but the public subscriptions asked did not materialize. He went among his friends, used his magnetic powers of personal solicitation, got all the necessary money and completed his plan. It made a fortune for every one who went into it, and gave a great impetus to Pittsburg.

During his sojourn in Europe he had studied electric lighting, then in its infancy, and with characteristic foresight soon recognized its possibilities. He bought the French patents on the "alternating current" system, the "direct current" system in use being too costly for general introduction.

The electrical industry of this country was small, and it was headed by Edison and backed by powerful financiers. The opposition to Westinghouse was most powerful. In courts, in legislatures, in council chambers, in congress and in the press the Westinghouse system was stigmatized as the "deadly alternating current." Westinghouse met his adversaries at every point and contracts kept coming in. In the end his opponents were compelled to recant, and from that time the direct-current system for lighting was no longer heard of.

Then it was intimated to Westinghouse customers that they could not buy any of the incandescent lamps patented by Edison. Thereupon Westinghouse brought out the Sawyer-Man incandescent lamp, but after long litigation the Supreme court decided this was an infringement on the Edison patent. Westinghouse then marketed a Sawyer-Man stopper lamp, in two parts, entirely different from the Edison lamps in its essential features, and called the Edison representatives into court to show cause why he should not manufacture this lamp. This was a master stroke of strategy, and his success was complete.

His saddest trial came in 1890 and 1891, when mismanagement and the general financial situation brought the Westinghouse company to the brink of ruin. With characteristic energy he sought to restore order from chaos. Pittsburg bankers would not help him, but in New York, where he was comparatively unknown, he secured the needed money, reorganized the company and placed it on a better footing than ever. But the experienced caused him to keep always since then a close grip on his affairs, and there is no doubt today he is one of the world's hardest workers. He is on the jump

steadily between Lenox, New York, Jersey City, Pittsburg and the West, and often can be found in the machine shops with his coat off.

His business enterprises include: The Air Brake Co., the Westinghouse Electric Co., the Westinghouse Machine Co., the Union Switch & Signal Co., the French Westinghouse Electric Co., the German Westinghouse Co., the Russian Westinghouse Co., the Canadian Westinghouse Co., and several other concerns, with capitalization of \$100,000,000 and 20,000 workers.

As an instance of his power over men is told the story of a Pittsburg banker who evaded answering him on the telephone because he feared that Westinghouse would ask him for a large loan, and that he would have to yield to Westinghouse's persuasion, although not in a position then to make the loan.

A few years ago in a game of whist Mr. Westinghouse did not take up his cards, but kept drawing on a piece of paper for some time, ignoring his impatient partners. Suddenly he cried out: "Brown, I've got that natural gas meter fixed—here it is; it cannot fail to work successfully!" and, taking up his cards he asked: "Whose turn is it to play?"

Mr. Westinghouse is more than six feet tall, well-proportioned, erect as an oak, with pleasant, open countenance and bright, brown eyes full of life and vivacity. His step is quick, long, elastic, and when he is sitting either his feet are moving or his hands are toying with whatever object is nearest.

He strives because the energy is in him, but then there may be something more. One day when the air brakes had saved a train from disaster he said: "Some day if they say of me that with the air brake I contributed something to civilization, something to safety of human life, it will be sufficient."—Boston News Bureau.

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