

The Standard.

William Glasmann, Publisher.
AN INDEPENDENT NEWSPAPER.
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This paper will always fight for progress and reform, it will not knowingly tolerate injustice or corruption and will always fight demagogues of all parties; it will oppose privileged classes and public plunderers; it will never lack sympathy with the poor; it will always remain devoted to the public welfare and will never be satisfied with merely printing news, it will always be drastically independent and will never be afraid to attack wrong, whether committed by the rich or the poor.

CHANGES MADE ON THE DENVER & RIO GRANDE

Superintendent A. R. Apperson of the Denver & Rio Grande railroad, who opened his private car to a party of Ogdentites and escorted them over the extensive improvements on his road, including the Soldier Summit detour, is no less enthusiastic than B. F. Bush, the newly elected president of the Gould roads, over the herculean task which the Utah Construction company of Ogdens has accomplished since last April in transforming the western end of his line into one of the best pieces of railroad in the United States.

There was a time when the people of Utah wondered if the Denver & Rio Grande was about to abandon its right-of-way, so poor was the service, so run-down was the rolling stock and so neglected was the road-bed. But suddenly, as though the management had awakened from a trance, there came a most surprising change in policy. The transformation that followed only can be compared to that which occurred on the Union Pacific when E. H. Harriman began the work of modernizing that pioneer line. Whoever is responsible for this reconstruction policy is entitled to the best wishes of the people of Utah, as well as the thanks of the stockholders of the road itself.

The construction of a second main track, on the Denver & Rio Grande railroad, between Castle Gate and Kyune, Utah, at an expense of approximately \$500,000, was started early in the summer of last year, and was completed and placed in operation during the winter of 1912-1913. Simultaneously, that company allotted a sum of over one-half million dollars for the construction of a second main track from Thistle, Utah, east to Detour, a point approximately one mile west of Tucker. This work was also completed and the new track placed in operation during last winter.

During the close of the year 1912, after having expended a considerable sum in the employment of locating parties, the Rio Grande found it was feasible to construct a new grade line on the west slope of the Wasatch range over Soldier Summit, which would reduce the grade from 4 to 2 per cent, approximately, and two and one-half millions were appropriated for this new road, which has since been known as the "Detour Line."

The old 4 per cent grade line, which heretofore it has been necessary for the Rio Grande to operate as a portion of its main line, always has been considered by experienced mountain railroad men as one of the most difficult and hazardous pieces of track in this country. To safeguard life and property three safety, or run-away, switches were maintained on the descending track from Soldier Summit. These were located approximately two, three and one-half and five and one-half miles from the summit. Tenders were maintained

at each of these switches day and night. The normal position of the safety switches was for the safety track. The engineer on an approaching train could not get one of these switches thrown for the main line without first whistling for it, and this he was not permitted to do without first knowing that his train was under absolute control. This piece of track, as may be understood, was extremely difficult to operate, more particularly by reason of the necessarily slow movement in the interest of absolute safety.

The new 2 per cent "Detour Line" is fifteen miles in length, double-tracked with 90-pound steel and well ballasted, and eliminates all these disagreeable features of the old line. There is neither a tunnel nor a bridge on this new construction. However, to accomplish this very desirable feature, the management expended large sums of money in providing enormous cuts in order to avoid tunnels, and water conduits of large size were placed under the hills to overcome the necessity of bridges.

The new work was practically all contracted to the Utah Construction company by the management of the Rio Grande, and, notwithstanding the fact that the winter of 1912-1913 was one of the most severe that this state has had to contend with in recent history, the Construction company's work was executed with remarkable dispatch, the new line being turned over to the railroad company for regular operation within less than one year's time. A large number of steam shovels was employed in the Construction company's work and before work could be commenced practically all of these necessarily had to be moved 1,500 to 2,000 feet up the sides of the mountains, which was done, for the most part, with cables and hoisting engines.

The "Detour" traverses certain portions of the Wasatch Range which makes it one of the most scenic lines in the west. While Pennsylvania has its "Horse Shoe Curve", this line has dozens of them.

Too much credit cannot be given to E. L. Brown, vice president of the Denver & Rio Grande Railroad company, at Denver, under whose charge all of this new work has been executed. Under the old regime, and in the past, the Rio Grande has had difficulty in serving industries, such as coal properties, along its line. However, under the management of President B. F. Bush, Vice President E. L. Brown and General Superintendent A. R. Apperson the coal mines, sugar factories and other industries have been given practically perfect service. The coal mines served by the Rio Grande in Utah, during the month of October, 1913, showed an increased output of \$7,000 tons as compared with the same period in 1912. This increase directly results in a benefit to the people of Utah, as practically every dollar of revenue comes right back into this state.

The Denver & Rio Grande Railroad company is contemplating further improvements within the state, and, at the present time, is constructing twenty additional miles of double track between Thistle and Provo, which will be in use by next spring.

The improvement in the service rendered by the Rio Grande, made possible by the construction of new grade lines and additional trackage, as well as by the use of heavier motive power, etc., will materially increase the handling of coal from this state, in fact, it is stated by those in position to know that the coal mines served by the Rio Grande in Utah should within the next three years reach an output of approximately six million tons, and within ten years should reach twelve or fifteen million tons.

HELP THE DEPENDENTS OF BRAVE MEN.

The Standard is in favor of having the state provide a pension fund for the aid of widows and orphans of officers of the law killed while in pursuit of criminals.

Three years ago, by special enactment, the legislature recognized the state's obligation in this direction by appropriating a sum to aid the widow of Seymour Clark, the deputy sheriff of Weber county, who was killed by boxcar thieves at Uintah station, seven miles south of this city, but that has been the limit of the state's

acknowledgment of a debt due those who are bereft when daring men fall in the upholding of the dignity of the law.

Lately six men have been killed by the bandit Lopez. Five of them were doing service in the name of the peace of Utah. Four of the five have left dependent wives and little ones. Robbed of their support, the women and children should be provided for by the state, not through special legislation but by a measure requiring the state to send aid into the homes of all men who sacrifice their lives in the services of law and order.

There should be a pension fund established for that purpose.

OGDEN DEVELOPING INTO A MANUFACTURING CENTER.

Six months ago the Standard told of the obtaining of patents by Albert Oberheim of this city covering the rights to an improved safety razor and combination case, strop and honer and forecast the organization of a company to manufacture and sell the invention. Yesterday afternoon articles of incorporation of the company were filed under the name of the DeVine Safety Razor company, with the principal stockholders prominent men of Ogden.

For a time this promised to add a new industry to the sources of employment in this city, but now it is announced that the manufacturing will be in some eastern plant where razors and other cutlery are made a specialty.

This inability of the west to compete with the east in certain lines of manufacture is one of the drawbacks which has retarded western growth and development. Were the facilities at hand with which to economically produce firearms, Ogden could add a payroll of 2,000 skilled workers to its present dinner-pail brigade, as the Browning brothers have been in a position to establish here a gun factory, if it were profitable to do so. The plant in Liege, Belgium, where the Browning automatics are turned out by tens of thousands, employs 10,000 workmen and the city is in great part dependent on that industry.

But gradually Ogden is overcoming the obstacles which have made manufacturing at this point almost an impossibility. The local labor conditions are as favorable as in any eastern city. The wages here are somewhat higher, but the workers display greater efficiency, which establishes an equality. Long freight hauls are saved on the finished product, and that is a considerable item to the advantage of Ogden. As a distributing point, Ogden is in excellent position.

That overalls, knitted goods, corduroys, and other articles of wearing apparel can be successfully manufactured in Ogden in competition with the cheapest grade of labor in the East is evidence that the time has about arrived when Ogden must be recognized as an inviting field for many lines of manufacturing. The overall and knitting factory, established a year ago with 20 to 30 employees, now has 170 persons receiving weekly pay checks.

The candy factory, which is of a few years' existence, has 120 employees.

A wagon plant, in the first stages of growth, promises to employ 100 men within a short time.

The packing plant has 120 employees. Ten years ago there was no thought of such an industry in this city.

This all points unmistakably to what the coming years are to bring us in the way of manufacturing. We are close to the time when Ogden inventors will not be compelled to go East to have their patents manufactured.

IN THE BOOM DAYS OF A MINING CAMP.

Virginia City, Nevada, was the first bonanza mining camp of the west, and we doubt that any other camp ever equaled it in wild excitement and money making.

The Virginia Chronicle gives a glimpse of the old town in a page article from which we reproduce the following:

The deepest mining on the Comstock lode is about 3300 feet. The largest producer on the lode is the Consolidated Virginia mine; for 40 consecutive months \$1,800,000 worth of ore was hoisted each month through

the old shaft which lies about 100 feet east of the railroad depot. The Consolidated Virginia paid in dividends \$85,000,000; the Belcher, \$15,397,200; the Crown Point, \$11,558,000. Two hundred and fifty thousand cords of wood were annually consumed in the mines, while the timber and lumber used exceeded 100,000,000 feet yearly.

The payroll of the mines ran from \$500,000 to \$750,000 per month exclusive of supplies.

In 1864 a large body of rich ore was developed in the Yellow Jacket mine. The Crown Point and Belcher "bonanza" was discovered in 1871.

The "big bonanza" of the Consolidated Virginia mine was discovered in 1873. Another discovery of high grade ore was made east of the "big bonanza" in 1876.

The highest price per share reached for stocks and the lowest point reached shows a market contrast: Sierra Nevada stocks sold in 1877 at 75 cents, in 1878, \$261. Union sold for \$3 in the summer of 1878, and a few months later for \$193. Ophir sold for \$8.87 in 1874, in 1875 the same stock sold for \$315. Consolidated Virginia, 17 cents in 1871, for \$160 in 1872, and for \$780 in 1875. Gould & Curry jumped from 50 cents to \$1000 in less than six months. Savage went from a couple of dollars to \$300 in a few months. Crown Point from \$2 in 1870 to \$1835 in 1872. Yellow Jacket from \$24 to \$325 in 1872.

The Consolidated Virginia stock sold at 5 cents in 1885 and the next year for \$55. In the palmy days of the Comstock, everybody gambled in stocks, including the servant girls and washerwomen. One day the dabbler in the mining market was rich, the next day broke. Men became millionaires, only to be reduced to poverty within a period of six months.

No one thought of saving for a rainy day, as there seemed to be no end to the prosperity of the region. When at last the bonanzas were well worked out and a time of economy had arrived, none knew how to meet the new conditions until necessity loudly rapped at the door.

The stock gambling fever spread throughout the Pacific coast, with San Francisco as the hotbed, and even today there are thousands of people in the coast metropolises who contribute every dollar they can raise toward the paying of assessments of the Virginia City mines, and all of them are confidently expecting a repetition of the old-time sudden inflation of stock values when 5-cent shares shall sell at \$100 or \$1,000.

There is no more alluring game than that of dealing in mining stocks and there is no form of chance so demoralizing. The Comstock wrecked a hundred thousand men in the making of half a dozen millionaires. It created a get-rich-quick spirit which drew thousands away from the substantial things of life and set them afloat on a sea of adventure.

MILITANTS TO FIGHT FOR MRS. PANKHURST

Plymouth, Eng., Dec. 3.—Preparations are understood to have been made for the arrest of Mrs. Emmeline Pankhurst, the militant suffragette leader, on her arrival here from the United States on board the Majalect tonight. A force of suffragettes under the command of "General" Mrs. Flora Drummond will be on the spot ready to fight for their leader's freedom.

ZELAYA TO BE RELEASED

Washington, Dec. 3.—Formal consent of the Nicaraguan government to the release of former President Zelaya, on his promise to return to Barcelona, Spain, has been communicated to department of justice officials in New York, who probably will release the former dictator later today.

CORONER CALLED IN CRAIG CASE

Shelbyville, Ind., Dec. 3.—Coroner Charles O. Durham of Indianapolis was the chief witness for the state this morning at the trial of Dr. William B. Craig for the alleged murder of Dr. Helene Knabe. The decision that Dr. Knabe had been murdered

Dear Children:

You should see the fine things we have for the kiddies.

Mr. Tribe or Mr. Van Dyke will be glad to show you all the new sleds, wagons, blackboards, toy tables, cupboards, dressers, etc., or, if they are busy, just ask any of the others you happen to see.



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WOMEN STORM U. S. CAPITOL

Over Thousand Suffrage Delegates Appear in Regimental Formation.

URGE HOUSE ACTION

Creation of Standing Committee in House on Women Suffrage Demanded.

Washington, Dec. 3.—The suffrage convention was suspended for a few hours today while delegates moved on the capitol to urge a favorable report by the house rules committee on a resolution to create a standing committee on women suffrage in the house.

The scene resembled a charge on a citadel when more than 1000 suffrage delegates closed in on the capitol. The women advanced in regimental formation in quick step order and crowded the hearing room long before the committee arrived.

Dr. Anna Howard Shaw, president of the National American Woman Suffrage association, had charge of presenting arguments for a committee. She told the members it was not the purpose of the speakers to convert the congressmen to suffrage, but to convince them that the suffrage movement was entitled to a house committee, equivalent to a similar one in the senate.

Representative Baker of California, spoke for his resolution which would provide for a suffrage committee of thirteen members.

A resolution by Representative Kelly, Progressive of Pennsylvania, was adopted, providing that the final vote of the rules committee on the women's proposal should be taken in public.

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SUBPOENAS FOR 300 CONTRACTORS

Small Army of Servers After Men Who Made Campaign Contributions.

CHURCHES BEGIN A TWO-DAY MEETING

Baltimore, Dec. 3.—Plans for greater co-operation in efforts to secure social service legislation and in varying on social service work by the various protestant denominations represented in the Federal Council of Church of Christ in America, will be discussed by the executive committee of the council which will begin a two days' meeting here this afternoon.

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