

**OGDEN MORNING STANDARD**

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FULL ASSOCIATED PRESS SERVICE—SEVEN DAYS A WEEK.

**WEATHER FORECAST.**

UTAH—Fair Sunday, warmer in north portion; Monday fair.

**RETURN LANDS TO PUBLIC DOMAIN.**

Since the announcement of the policy of the administration to return to the public domain all national forests that are briefly valuable for agricultural purposes and of placing those chiefly valuable for forestry in the forest reserves there has been added to the forests 1,163,334 acres while the withdrawals total 2,760,484 acres, a net loss to the reserves of 1,597,150 acres.

The latest changes are in the Kaibab national forest reserve in Arizona. The president's proclamation ordering the change was made public by the forest service recently and by its terms, 18,330 acres are added to the public reserve and 10,880 acres eliminated bringing the total area of the forest up to 1,087,450 acres.

**ANNEXATION OF KOREA.**

The Associated Press is permitted to state that Korean sovereignty has ceased and that Mutsuhito, emperor of Japan, will become absolute ruler of Korea next Monday when the agreement between Emeror Yi Siek of Korea and Mutsuhito, which was signed August 22, will be officially promulgated.

This annexation has long been regarded as inevitable, even by the late Prince Ito, Japanese resident General in Korea, who, before he was assassinated at Harbin last year, realized the impracticability of the maintenance of a pretense of independence and self-government.

It may be stated positively that Emperor Yi Shiek and the former emperor, Yi Heui, who abdicated in 1907, willingly consented to the proposals for the annexations, the terms of which were extremely generous.

**THE WESTERN PACIFIC RAILROAD.**

The interest created by the coming of the Western Pacific Railroad has not been equaled since the advent of the first overland train, nearly half a century ago, says the San Francisco Chronicle.

The Southern Pacific monopoly, of course, was broken by the coming of the Santa Fe line, that road crept in gradually, without any spectacular effect, and, while it has given us competition of service, it added comparatively little new territory to the trade of this city.

The advent of the Western Pacific is quite another matter, because, in addition to the competition of service not only in trans-continental but transpacific traffic it opens up large districts heretofore almost inaccessible, which are or will soon become productive of large business.

The road comes, also, as a single completed unit whose progress we have been watching for several years, as it overcame one great obstacle after another, so that its final inauguration of passenger traffic is in the nature of a climax to a rather spectacular career.

It is the public interest thus excited, in addition to the great material advantages which the road brings, which resulted in the most enthusiastic demonstration at Oakland on last Monday at the end of a journey which was a continuous ovation during its course through three states.

Central California is now fairly launched upon an era of development which California has seen as the area and resources of the great valley of California exceed those of other sections of this state.

Colonization is now going on in the Sacramento and San Joaquin valleys on a basis of irrigation, but solidly and with no inflated boom or excitement, but simply straight and solid building up. Electric roads are gridironing the valley, one between Stockton and just now opened in competition with the steam lines.

These movements will of themselves be equivalent to opening a new empire to our trade and, with the territory added by the Western Pacific, will justify the enthusiasm of the people of the bay cities as displayed in Oakland last Monday.

**NEW ROAD OUT OF WADSWORTH.**

Division Superintendent Rowlands of the Southern Pacific has received instructions that 107 miles of rail are to be delivered at Wadsworth, beginning within the next few days. This is a most important move on the part of the Harriman roads, as it means the building of a standard gauge road from the old town of Wadsworth, in western Nevada, north across the Western Pacific at Gerlach and on in to California and the Klamath Falls country of Oregon, to a connection with the cut-off now being constructed south from Natron, Oregon, by the Utah Construction company of this city.

The new road will be part of a line which, joining with the Hazen cut-off south, will make a continuous coast road from Los Angeles to Portland.

West-bound freight and passengers for the Northwest, instead of going over the Granger line in Wyoming will continue west to Ogden and go over the Southern Pacific to Wadsworth and on north to Portland and that region.

The road will also divert much of the traffic of the Northwest, sending it through the Ogden gateway. In this way this city will be benefited in no small degree.

Following this new construction, the Saline-to-Burley road will be built, which, with connections to be made with a new route across Oregon, lately inspected by President Lovett of the Harriman system, will give to Ogden a second cut-off to the Northwest.

Ogden's prestige as a railroad center is to be materially strengthened within the next twelve months.

**STIMULUS OF NEW ROADS.**

That the people of a city the size of Oakland could be so stirred by the approach of the first train over the Western Pacific railroad as to turn out en masse and scream a greeting may prove a puzzle to Ogden to understand why the opening of the new line is an event of such transcendent importance. There is a pronounced anti-Southern Pacific sentiment in that city and the Gould road is expected to open a means of escape from Southern Pacific domination. No doubt there will be some disappointments as too much already has been hoped for and no one road can do that which the Californians are demanding.

The entrance of the Western Pacific was to Oakland what the Burlington some day may be to Ogden. Were one of the big roads now directed westward in northern Wyoming to invade Ogden canyon with bands of steel and make Ogden a terminal, the day of the first train over, say, the Burlington would see us quite as enthusiastic



**SPECIALS FOR THIS COMING WEEK**



The Following Articles We Are Offering At Great Reductions

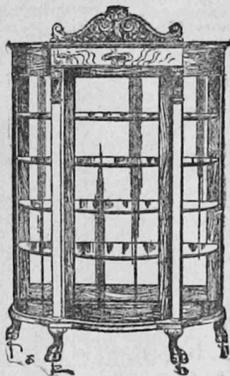


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They are covered with the best hair ticks; every one guaranteed.

We have some odd Dining Chairs that we are offering for 50 per cent off of regular price. See our display windows

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and exuberant as were the people of Oakland, although here there is no anti-Harriman sentiment to excite our people and make them feel the need of an emancipator.

Some day, perhaps not far distant, Ogden may enjoy the excitement of one of these railroad openings. There are large parties of surveyors in the field east of here and an Ogdenite who returned from Evanston yesterday, says a field party representing the Burlington outfitted at that place last Monday and started for the Wasatch range.

**HINDUS WEST OF HERE.**

That California is receiving thousands of Hindus and is facing a new problem in foreign immigration was made evident to the writer on his trip over the Western Pacific. As the train neared the California line, the presence of the men of India in large numbers was noted. Whole gangs of track repairers were made up of the swarthy, turban-topped Asiatics and for 200 miles the majority of the section crews along the new road were Hindus.

India has a population of 300,000,000 and were the Golden Gate opened wide to the struggling masses of that distressed country, the Chinese peril of thirty years ago would be repeated.

Congressman Kahn of California, who was on the train, said that were Californians to cease to vigilantly guard against an influx of these coolies from across the Pacific, the white people of his state would be displaced by the Orientals within a few generations.

**PIONEERS SEE FIRST TRAIN.**

Theodore Roosevelt, in his speech in Cheyenne today, said that pioneer days are over. He should have been one of the party of newspapermen that made the first trip over the Western Pacific railroad the early part of this week and he would have seen a great stretch of country where new trails are being blazed and the pioneer is emerging from mining camp and timber belt to stare in open-eyed wonderment at the locomotive and Pullman car.

When the Western Pacific special train arrived at Hayward, far up in the Sierra Nevada mountains, the men, women and children of an entire town were there to bid a welcome and in that happy group were grown up men and women who had never seen a railroad, an engine or a car. Old men looked on with amazement, for they too were viewing for the first time this strange, yet welcome, intrusion from the outside world. There were pioneers in that group from Johnston who had gone into the mountains soon after the gold excitement in 1849 and had remained locked in the pine-clad hills until the roar of the train and the echoing of the locomotive whistle called them back to a glimpse at civilization. There has been a Rip Van Winkle sleep and suddenly they have opened their eyes to a new world.

Nothing on all that trip through a new country so impressed the

newspaper men as the meeting with the people of Johnston who had driven seven miles across a country of deep canyons and most picturesque wildwood to witness the event of their lives.

In that section of country the people are pioneering today as they did fifty years ago, and they have been happy and contented, seemingly indifferent to the uproar of the metropolis beyond the mountains. They have led the simple life so long that they would shrink from the lure of a city, finding added comfort in their homes by reason of having seen the struggle for existence which modern progress inflicts.

**WITH SHEARS AND PASTE**

Center of Toughness. Inquiring Tourist—Would you call this a tough town? Stray Native—Tough? Say, stranger, when we have Old Home Week here detectives from all over the country come and pick out just who they want!—Puck.

Safe and Sane. "Why do you call your new picture 'Dawn'?" "Because," replied the young impressionist, "few people know what dawn looks like; hence they are likely to take my word for it."—Chicago Record-Herald.

An Affinity Shy. "Yea," confessed the leading man of the barnstorming aggregation, as he led the bunch cityward via the cross-tie route, "I am wedded to my art." "Well, don't let it worry you," replied the soubrette, "You can easily get a divorce on the ground of incompatibility."—Chicago News.

At the Fountain. "Are there any bacteria in this ice cream soda?" asked the summer girl. "You didn't mention them in the first place," replied the new attendant firmly. "If you're going to change your order you'll have to get another check."—Washington Star.

"Yes," said the self-made man, proudly, "I was born without a cent in my pocket." "Well, you haven't any the best of me," replied the home-grown cynic. "I didn't even have a pocket when I was born."—Answers.

Not Always Necessary. A prominent lawyer's wife had fads

**PROMINENT MAN DEAD.**

Providence, R. I., Aug. 27.—Sheriff Hunter C. White, of Providence county, past commander of the St. Johns Commandery No. 1, the oldest commandery of Knights Templar in the United States, is dead here following a cerebral hemorrhage. He was a thirty-third degree Mason and for many years was chairman of the Republican state committee. He was born in Litmansville, Ohio, in 1853.

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