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EGGLES DIES SUDDENLY AT ZION

MILLIONAIRE STRUCKEN WITH HEART FAILURE.

...Running to Catch Train,
...Away at Emergency Hos-
...Identified With Growth of
...Fortune Estimated About
...Million Dollars.

Eccles of Ogden, the mil-
banker and lumber baron,
Thursday night at the
hospital of the Salt Lake
station, following a fatal
of heart trouble. Mr. Eccles
while walking along
Temple street, between First
and West Temple streets.

A fatal attack struck down Mr.
a few minutes after he had
a Salt Lake and Ogden train
den. Mr. Eccles probably
erted himself trying to reach
ion in time for the 9 o'clock
Falling to catch his train he
to walk back up town. Af-
g a couple of blocks the re-
from his exertion apparently
of his heart. He was seen to
for a moment, then he fell
the arms of a passerby, who
tracted by Mr. Eccles' appar-
less condition. Mr. Eccles
was taken to the emergency
at the police station and
will alive when he reached

Surgeon H. B. Sprague was
emergency hospital. He could
only the slightest pulsations
heart, and within a few mo-
these ceased.

Identification was made through
Eccles' bank book and other
and letters bearing his name,
were found in his pocket.

Mr. Eccles was the foremost
in business circles in three
states. He was one of the
men in the entire West, and
business connection included sev-
of the largest enterprises in
Idaho and Oregon. He was a
of wonderful business acumen
made a success of practically
thing he undertook. He had
in mind, good judgment and
energy. His industry was a
factor in the success of his
stakings. He is survived by
widows and twenty-one children.
Death of Mr. Eccles is the first
in either family.

Funeral services were held Tues-
day from the Ogden tabernacle. As
tribute to such a great man
funerals, business was practically
standstill in the afternoon dur-
the funeral. All the banks of
the closed their doors at 12
o'clock, the offices of the Amalgam-
ated Sugar company were closed, as
the offices of the Utah Con-
struction company, the Eccles Lum-
ber company and the Utah and Ore-
gon Lumber company.

Five states flags hung at half-
mast, and all the wheels of industry
were directed by Mr. Eccles in
the states were silent.

At probably 2 o'clock factories in
Utah and Idaho ceased operations
for five minutes. The railroads in
Utah and Idaho formerly operated
by Mr. Eccles did not turn a wheel
for five minutes. In Rock Springs,
Idaho, the coal miners stopped their
work for five minutes, as did the
miners working for the Eccles Inter-
state Nevada. In the Northwest
at the same time lumbermen laid
down their axes and the roar and
hum of the sawmills ceased.

Promptly at 2 o'clock in Ogden
workmen of the Ogden Rapid
Rail company applied the brakes
on their cars, the current being shut
off at the power house. For five
minutes the cars were motionless
and the conductors and motormen
stood with heads bowed. In Logan
the same order was in force, that
cars should stop at 2 o'clock.

According to an English news-
paper received at Salt Lake City,
Fred E. Welby, 13 years old, son
of the late A. E. Welby, who was
merely general manager for the
Denver and Rio Grande, died at
London, Eng., recently from blood
poisoning. The young boy's death
was due to an accident, suffered by
him while playing on his school's
basket team.

Judge A. H. Christensen and
Judge Frank Alder arrived on last
night's stage to hold an adjourned
session of district court. They will
begin to meet tomorrow.—Moab
Times 4th.

A GAME OF FREEZE OUT.



EXPECT NEW GOLD CAMP TO RIVAL CRIPPLE CREEK

Correspondence The Advocate.

DENVER, Colo., Dec. 8.—A quiet
tip is being passed around among
the mining men of the Cripple Creek
district that a new field similar in
character to that locality was lo-
cated late this fall by a Cripple
Creek miner six miles from Platoro,
an old, abandoned mining camp of
prominence some twenty-five years
ago, but little heard of since then.
The mines are situated in the north-
west corner of Conejos county and
are forty-five miles from Monte
Vista, Colo., the nearest railroad
station, on the Denver and Rio
Grande.

A representative of the American
Smelting and Refining company and
many of the larger Cripple Creek
mine owners entered the field in
September and remained until snow
shut off all locating and develop-
ment work, the altitude of the
camp being nine thousand feet. A
great rush of miners from Cripple
Creek and other mining districts
will begin as soon as the opening
of spring permits.

SOME CORN DISPLAY AT THE ADVOCATE OFFICE

W. H. Dunlap this week brought
to the office of "the great moral and
religious" two samples of corn
grown on the farm of William Mc-
Guire at Woodside that puts it over
anything in this part of the state.
One variety is of the yellow kind,
while the other is sweet corn, well
developed. This corn was raised by
Mr. McGuire at his farm near Wood-
side from a few grains picked up
along the railroad track, dropped by
passing trains, and shows what can
be done in Utah if given proper
care. The same may be seen in
the window of The Advocate by the
doubting ones.

UTAH SENATORS MAY SAVE ASSAY OFFICE

The Utah senators at Washington
will make every effort to have the
Salt Lake City assay office restored
when the appropriation bill reaches
the senate. Senators George But-
terland and Reed Smoot sent this as-
surance to the Salt Lake Commer-
cial club Monday afternoon in a
telegram from Senator Buttherland.
The message said:
"We will do everything possible
when the appropriation bill reaches
the senate to restore the Salt Lake
assay office."

Fred L. Wood was down from
Zion the first of the week on busi-
ness in connection with the Savoy
Hotel, returning home last evening.

Dr. P. C. Christensen of Castle
Dale, K. R. Christensen of Hlawatha
and George W. Fullmer of Orange-
ville were at the Tavern yesterday.

T. H. Thomas of Scofield was
among the Tavern's guests this
week. He is fast getting over a re-
cent severe attack of rheumatism.

R. K. Potter is getting up a pro-
gram for the opening night of the
Eko theater. Printed programs are
to be a regular feature.

Sam Glaser of Sunnyside, one of
the promoters of the local macaroni
factory, was registered at the Taver-
n last Monday.

E. A. Groves of Grand Junction, who since last August has been one of the officials of the Thompson and Ballard railway, running between Thompson and Ballard, a coal min- ing camp, is optimistic regarding the mines. Groves states that the dallard mine, five miles north of Thompson, is developing into one of the greatest coal mines in the West. A fifty thousand dollar coal washing plant is being erected at present, the only one of its kind in the West. He says Ballard will some day make Eastern Utah fam- ous.—Grand Junction Sentinel.

Mrs. Walter Hamel was called to
Hawatha this week because of an
accident which her husband sustained
while at work in one of the coal
mines at that place. On Monday
evening the ladies' auxiliary to the
Western Federation of Miners ar-
ranged a pleasant farewell party in
Mrs. Hamel's honor, the affair being
given at the home of Mrs. E. M.
Simpson. A large number of ladies
attended and had a most enjoyable
time. During the early part of the
evening there was card playing and
later a splendid luncheon was
served.—Kureka Reporter, 6th.

That the Duchesne country can
be reached in winter by automobile
was demonstrated last week by the
manager of an automobile company
at Salt Lake City, who drove over
the summit of Willow Creek Can-
yon. This pass has an altitude of
over nine thousand feet and was
well covered with snow. In spite
of this he was able to make the
trip, although at times the car was
nearly covered with snow. He does
not recommend the trip as one for
pleasure, but says it can be made if
necessary.

The faculty and students of the
Carbon County High school are
sparing no pains in advertising the
Lycæum course to be given at the
high school during the coming win-
ter. This week posters with crayon
sketches of prominent business men
of the city are being displayed at
the corner of Main and Ninth street
and are attracting considerable at-
tention and favorable comment, es-
pecially as to the excellence of the
drawings. Levi Harmon, Jr., is the
artist.

Dr. H. J. Talbot, head of the
Utah Methodist mission, will be in
Price next Saturday at which time
quarterly conference will be held.
Dr. Talbot will preach in the Meth-
odist church at the Sunday morning
service. A cordial invitation is ex-
tended the public to attend both
meetings.

Dr. and Mrs. Slopansky were
host and hostess at an elaborately
prepared Thanksgiving dinner. The
guests were Dr. and Mrs. Neher of
Castle Gate, Mr. and Mrs. Barrette
and son of Salt Lake City and Ed
Slopansky.—Helper Times, 7th.

Miss Mitchell of Rolla, Mo., has
accepted a position with the Mc-
Donald Real Estate and Investment
company and entered upon her du-
ties last week.

C. W. McPherson and family have
arrived from Price and moved into
the Charles Straus residence Wed-
nesday.—Green River Dispatch, 5th.

C. C. McWhinney, the leading
Price attorney, was a professional
visitor in the city Tuesday.—Green
River Dispatch, 5th.

ACCUSED YOUTHS PLEAD NOT GUILTY OF CHARGE

GRAND JUNCTION, Colo., Dec.
10.—Benjamin Gilbert and Albert
T. Teachout, the two youths charged
with robbing the Globe Express
company's office of fourteen thou-
sand dollars, pleaded not guilty in
the district court yesterday. They
have employed attorneys and will
stand trial. The police admit they
have no testimony against the young
men, except that given by them-
selves. Six months ago a package
containing fourteen thousand dol-
lars, consigned by the Utah Fuel
company to its mines at Somerset,
Colo., disappeared from the depot
express office. Gilbert, the messen-
ger there, claimed that he had been
held up and dragged by two un-
known men. He afterward changed
his first story and implicated Teach-
out, who he claimed planned the
robbery, and on his statements the
money was recovered.

The bodies of the two Allred boys
who met death last Thursday by
suffocation in the city jail were
taken to their home at Vernal last
Saturday for burial. A coroner's
jury composed of A. Ballinger, Hen-
ry Wade and V. A. Skadden, brought
in a verdict of death by suffocation
and attached no blame to Marshal
John Bryner of the city. City At-
torney McWhinney says a vigorous
prosecution will be made of any of-
fending saloonkeepers if it can be
shown that the minors were sold
any liquor besides what the father
bought for the boys.

What would be nicer for a Chris-
mas present than a ton of King
coal? The McKune Forwarding com-
pany is advertising that celebrated
coal this week at \$3.59 a ton, which
means that when "Mac" says that
it is the best coal on the market he
means it. See the advertisement in
this issue of "the great moral and
religious."

John Cronin left on Tuesday for
Helper to look after the new rail-
road which the Knight people have
just constructed to their coal de-
posits. The railroad will be ready
for use as soon as the rolling stock
is delivered.—Payson Globe-Header.

The Price Co-Op. is erecting a
building in the north of the new ex-
press office, twenty-three by thirty
feet, of brick, which when completed
will be occupied by the Carbon
County News as a printing office.
Lars Gunderson has the contract.

Something like a hundred and
twenty-five dollars was taken in by
the ladies' aid society at their ban-
quet and dinner last Friday. After
paying a few small bills the ladies
will realize a neat little sum.

Last Saturday night a baby was
born at the home of Mr. and Mrs.
Asselin Palmer. Both mother and
babe reported doing well.

V. A. Skadden of the Western
Lumber company left last week for
Jerome, Ida., on a short business
trip.

W. E. Ruff was down from Sco-
field the first of the week on busi-
ness, being registered at the Savoy
while in the city.

E. L. Elliott of Castle Gate was
registered at the Savoy Hotel during
the week.

SPENDING MILLIONS IN IMPROVEMENTS

New Detour Line Over Soldier Summit Being Pushed---Biggest Single Piece of Railroad Construction in the West---To Be Com- pleted By Next August.

"When the earth was created the
architect evidently did not realize
that railroads were to come later. If
he had, I think perhaps he would
have constructed some parts of the
country differently," remarked A. B.
Apperson, general superintendent of
the Utah lines of the Denver and
Rio Grande, recently, after return-
ing to Salt Lake City from a trip
of inspection over that part of the
line where millions of dollars are
being spent in improvements. The
people of Utah have but a faint
conception of the vast amount of
work that is being done at this time
and that is planned to be done in
the next two or three years in
bringing the road to such a condi-
tion that it will be one of the finest
in the world.

Mountains are being torn down or
pierced by tunnels and rivers are
being changed from their courses to
make the improvements for which
contracts have already been let in
Utah. So stupendous is the work
already under way that it is hard
for the layman to understand its
magnitude.

As an example of the work's mag-
nitude, it may be cited that the new
detour line over Soldier Summit will
cost an average of \$140,000 a mile
for a distance of a little more than
fourteen miles, or at an approximate
cost of two million dollars. It is
the biggest piece of single railroad
construction undertaken in the West
in a long time. When completed,
about August 1, 1915, the new line
will be about four and a half miles
longer than the present line, but it
will reduce the grade from 4 per
cent to a trifle less than 2 per cent.

Some idea of what this will mean
to the railroad company may be
gathered from the statement of of-
ficers of the road, who say that
where it is now possible to haul
fifteen loaded cars over the summit,
it will be possible to haul from forty
to sixty-five cars over the new
line. This work is under the im-
mediate charge of L. B. Furman, an
engineer who has been connected
with the Denver and Rio Grande
for more than twelve years.

An Army of Skilled Men.

The contract for the detour track
has been let to the Utah Construc-
tion company, which has already es-
tablished four big camps and will
establish a number of others in the
near future. With the advent of
good weather there will be no fewer
than two thousand men employed on
this piece of work, the majority of
whom will be experts in their re-
spective lines, such as steam shovel-
men, drillmen, tunnelmen, concrete
workers and others.

Within a short time there will be
nineteen big steam shovels at work
on this new line. Every bridge and
cutwill be of steel and concrete.
No wood will be used.

The double track detour, however,
is but a part of the vast improve-
ments for which the company has
already contracted, or expects to let
contracts in the near future. The
company let a contract some time
ago for the double tracking of the
main line from Helper to Thistle,
a distance of fifty miles, at a cost of
a little over a million dollars. Thir-
teen miles of this new work has
been completed and work on the re-
mainder is being rushed with all
possible speed, it being the intention
to have this part of the work finish-
ed by the middle of next summer.

In many places on this stretch of
fifty miles the company is not only
laying an additional track, but the
grade and curvatures of the existing
track are being changed to make it
conform to the new track.

At this time the company is con-
sidering the extending of the double
track from Thistle to Midvale, which
would give the company a double
track from Helper to Salt Lake City.
It is expected that contracts for
this work will be let early next
year. The estimated cost of this is
two million dollars.

The company is also considering
plans for the spending of over a
million dollars for new terminals
and other improvements in Utah.

Not the least of these, and not in-
cluded in the million dollars, are
plans for the establishing of a com-
plete telephone system over the
main line in Utah in order to facili-
tate the operation of trains.

All of the track which is now be-
ing laid and will be laid in the fu-
ture will be of eighty-five and ninety
pound rails.

Line Is Inspected.

An inspection of that part of the
work which is now being done be-
tween Salt Lake City and Helper
was made last week by a party of
railroad officers and newspaper men.
The party included A. B. Apperson,
general superintendent of the Utah
lines of the company; N. A. Wil-
liams, superintendent of the Utah
division; A. V. Derrah, assistant
general freight agent; L. B. Fur-
man, engineer in charge; A. H.
Christensen of the Utah Construc-
tion company; Harry Shipley, S. P.
Dodds and W. J. Sloan. The party
left Salt Lake City Wednesday in
Superintendent Apperson's private
car, "Wassach," going as far as
Castle Gate.

The officers of the company de-
clared that the improvements which
are being made and those contem-
plated for the next year or two are
absolutely necessary in order that
the company may care for its rapidly
increasing business. They said
that too much credit could not be
given to R. F. Bush, president of
the road, and E. L. Brown, vice
president, who are doing all in their
power to rush the needed improve-
ments.

Apperson stated that while the
company is making vast improve-
ments in its main line, it is not
overlooking the question of rolling
stock. Between now and the first
of next year the Utah lines will re-
ceive ten new Mallet engines of the
latest type. These engines are
equal to twenty of the best that are
now in use by the road. Between
now and the first of next year the
Utah lines will also receive fourteen
of the latest type of Mikado engines,
each of which is equal to two of
those now in use.

The company has also ordered
thirteen hundred freight cars and
fifty cabooses, all of which will be
delivered soon. Apperson stated
that of the three million dollars of
road improvements which have al-
ready been ordered and contracts
let, at least two and a half millions
will be spent in Utah.

On the return trip an amusing in-
cident occurred. When the special
reached Midvale it was discovered
that the engineer and fireman had
worked sixteen continuous hours,
the limit allowed under a ruling of
the interstate commerce commission.
For a minute or two some of the
members of the party began to fear
that they would either have to take
a street car to Salt Lake City or
wait until another crew could be
sent down the line. Their fears
were quickly dispelled. General
Superintendent Apperson mounted
the engineer's seat in the cab, Divi-
sion Superintendent Williams "shed"
his coat and grabbed the coal
shovel. The regular engineer and
fireman entered the private car,
washed and changed their clothing,
and rode to Salt Lake City as pas-
sengers. Had the members of the
party not known of the change, they
would never have suspected it, so
smoothly was the run made.

June Whitmore, manager of the
Wells Mining and Stage company,
was here for his last trip over the
line last Saturday, that is, as far as
the stage company was concerned.
June has proven himself to be a
real manager and his many friends
in the basin said goodbye to him in
his official capacity with genuine
regret, and will miss him in his fre-
quent trips in from Price.—Myton
Record, 6th.

Mr. and Mrs. C. H. Cody were
Price visitors the latter part of last
week. They expect to take up their
residence at the county seat at the
beginning of the year.—Helper
Times, 7th.