

The Evening Standard

Published Daily, Except Sundays, by Wm. Glasmann.

A Fearless Independent Newspaper. It Has No Friends to Reward and No Enemies to Punish.

HEAR ALL SIDES

While This Paper Has Strong Republican Predilections It Is Not a Party Organ, and Its News Columns are Fair and Just to All Parties and Creeds.

THIS IS THE RUBBER AGE.

This country was not a very extensive importer of crude rubber twenty years ago, but today that article is classed next to sugar in importance in our import list. For the nine months of this year, there has been imported nearly eighty million dollars of crude rubber, which is at the rate of almost \$110,000,000 a year.

Beginning with the placing of rubber tires on bicycles and the development of that industry, the demand for rubber had grown to remarkable proportions, but the consumption of that article was small as compared with what it has been since the manufacture of automobiles became one of the great industries of the country, consuming millions of pounds of rubber in the making of pneumatic tires.

The demand for rubber is so great that there is a threatened shortage. Rubber trees are being planted in many tropical countries and large fortunes are being made in the stock jobbing which has developed in connection with prospective rubber plantations.

GOLD DUG FROM A CELLAR.

When fifteen Austrians, with strong backs and dull heads, can say farewell to Ogden, after being in this vicinity four or five years, with bands of gold belted to their waists, there must be better opportunities for making money than the average American is willing to concede.

The fifteen strangers, had they remained in the old country, might have accumulated enough to have paid their funeral expenses at the time of death, and even that is doubtful, but they come here, accept positions which the average laborer of American birth disdains to have, and, in the time between a presidential election, save \$21,730, the most prosperous having accumulated \$2,500. That money will make them men of influence in Austria and, incidentally, arouse the young men of that country to emulate them by departing for the land of gold.

How many common laborers, born and reared in this country and working on railroad construction at \$60 to \$70 a month, as these foreigners have, can show a bank account of \$2,500 obtained in the last four years? Perhaps not one. There is a reasonable excuse for this failure, and that is the inability of Americans to live in hovels and dig-outs and stint themselves of all luxuries and deny themselves all diversions, and yet not one of these Austrians has had less peace of mind or less vigorous constitutions because of the abstemious habits or the deprivations.

Hundreds of American railroad laborers throw away their money in riotous acts, and at the end of each year find themselves penniless and, too often, broken down in health because of their dissipation. Were they to house themselves poorly and live frugally, and, above all, avoid excesses in pleasure, they would be better off in the world's goods and in body and mind.

By the way, this example of wealth-getting proves that Utah is somewhat of a land of good fortune. There are countless thousands of gold seekers who go into the wilds of Alaska and other mining regions, lured there by the tales of wealth to be obtained, who return to civilization with far less than these Austrians are carrying with them across the Atlantic.

Utah has its gold fields quite as attractive as those of the Iditarod or Fairbanks, but the gold is found in a different formation—in the fields, the factories and even out in the railroad construction camps.

CHILDREN OF SCHOOL AGE.

Superintendent Mills of the city schools, in urging parents to interest themselves in the education of their children, sets forth the duties of parents in an able address in which he says:

"There are many things that parents can do to assist in educating their children, but many of them are inclined to ignore the methods by which their children are being trained. They sometimes expect much of teachers and neglect many things themselves.

"It is a well recognized fact that no child can do the best work of which he is capable in the schools unless his body is in proper condition. Here is a duty which must fall largely upon the parents. The child is under the charge of the teacher at most but 30 hours per week, and for the other 134 hours parents have the direction of him. A parent may send his child to school in the morning and at noon and may think that his duty is done and that the rest of the responsibility is upon the shoulders of the teachers and school authorities. This parent forgets that what a child can do in school depends in very large measure upon what he does outside of school hours."

In setting forth the aids that a child should have in the home, Mr. Mills says:

"First, a sufficient supply of well-cooked and nourishing food, served at regular hours.

"Second, comfortable and seasonable clothing.

"Third, an abundance of time for sleep and rest. Every child who attends school needs at least nine hours of unbroken sleep, and in the case of lower grade pupils, ten or ten and one-half hours should be the minimum.

"Fourth, freedom from undue excitement and consequent nerve-exhaustion. A criticism passed upon our schools is that they render

MAX FIGMAN AT THE NEW OGDEN THEATER TONIGHT

SUNDAY NIGHT—MARK SWAIN COMPANY IN "MADAM'S DIVORCE," OR "DIVORCONS"

the children nervous and irritable because of over-work. It is safe to say that in a large majority of cases the nervousness of the child is due to the exciting moving-picture shows and plays which he is allowed to attend.

"Fifth, careful supervision of home-study which all pupils in sixth grade and above, including the high school, are required to do. Every child in these grades should be required to keep regular study hours outside of school.

"Sixth, knowledge of the child's whereabouts at all times. Many a child of school age lays the foundation for failure in school and for failure in later life because his parents are too much engrossed in business and work to know whether he attends school regularly and where he spends his evenings.

"Seventh, interest on the part of the parent in his school work and co-operation with the teacher."

Commenting on the failure of parents to enter into the spirit of the school work of the children, Mr. Mills remarks:

"It would be surprising, I believe, to know how few parents could tell even the grade in which their children are placed and how few have ever been inside the school building during the year, or know the children's teachers even by sight. Some parents do indeed come to the school buildings to complain, and it would be far more encouraging and helpful to the teacher if more would come to commend. So much more common is the blame than the commendation that teachers are apt to think that every parent who comes to the school building comes to complain, and almost to feel that the parents are their natural enemies. Again, many parents, not visiting the school, not understanding the teacher's reasons for certain requirements, and hearing of events at school only through the stories of the children, often unintentionally distorted, often allow themselves to criticize the teacher in the presence of the child. No teacher can do her best work under these conditions. Consequently the school board, city officials, parents and citizens should make an effort to become acquainted with the schools and the teachers.

"Kindly and just criticism is always welcomed, but all who have criticisms or complaints to make should present them to the proper persons—to the teachers first; if not corrected or explained to satisfaction, to the superintendent; and, as a last resort, to the school board."

WORKING TO AID CHILDREN.

At Washington there has just been held a big international humane conference. The object of this convention was to exchange views on ways of bettering the treatment of children and also of animals. There were delegates present from thirty foreign countries, as well as from all parts of this country.

Dr. W. O. Stillman, president of the conference, made a strong plea for the teaching of humanity in the schools; that is, he thought more attention should be given to developing the finer nature of the children and teaching them to be tender toward all living things.

Rev. H. E. Gilchrist of New Orleans thought this should also be made more a part of church work. "Religion, civilization and humaneness should go together," said he.

A delegate from Japan told of the very superior Japanese methods of reforming vicious children, through careful education instead of through punishments. A number of visitors from Central Asia reported on plans for stopping the bullfighting evil in that part of the world.

A delegate from China said that the practice of foot-binding among the women there was rapidly disappearing. So long has the practice been observed that many children are now born with crippled feet and legs, so that it will take time to atone for this national sin. Women with big feet are now the fashion among the Chinese, and young men in marrying are careful to pick out wives whose feet have not been spoiled. Thus a new fashion is undoing the wrong that an old fashion did.

NO MORE RAILROAD COLLISIONS.

Numerous methods for preventing railroad trains from running into each other have been patented, but the invention of J. W. James is the most whimsical of them all. Railroad men have no faith in any of these accident-preventers, which are regarded only as a good joke.

Mr. James' scheme is to have a powerful spiral spring stretching out in front of the locomotive, carried by small trucks. Now, when there is a collision, the shock will be relieved by these springs, you see. There is a wooden figure of a man mounted on one of the trucks, and whenever there is a collision the wooden man beats lustily on a gong, so as to assure the passengers that everything is all right.

Practical railroaders know that when two heavy trains are trying to pass each other on the same track any flimsy buffer arrangement would be of no use whatever.

AUTOS FOR THE ARMY.

Major General Frederick D. Grant of the army, in his annual report to the secretary of war, recommends a plan for supplying the army with autos for the quick movement of troops in case of war. Laws should be passed, he thinks, requiring all owners of machines for four or more persons to register such machines with the government. In time of war the government would then have a right to take as many of these machines as were needed, paying for them a price not to exceed their original cost.

In this way, General Grant believes, the army could always have at its disposal many thousands of up-to-date autos, at a fair price, without going into the expense of keeping them up itself. Usually in time of war the private citizen wants two or three prices for everything he sells to the government.

DEATHS FROM HEART DISEASE.

Heart disease ranks second only to tuberculosis of the lungs as the principal cause of death in 1909 among the gainfully employed male persons in the United States death registration area, which comprises over half of the estimated population of the country, according to figures issued yesterday at Washington by the census office. The percentage of deaths caused by heart disease was 11.9, being highest among men employed in domestic and personal service during age periods from 25 to 54, but between the latter age and 64 greater among men engaged in agricultural pursuits than in any other of the five classes in which the occupations have been divided.

FORMAL WELCOME TO HAWLEY AND POST

QUEBEC, Oct. 27.—Alan R. Hawley and Augustus Post, heroes of the greatest balloon flight on record, arrived here tonight after an experience that was more trying than earlier re-

ports indicated, but mightily pleased because the cup for which they contested remains in America. The first day after leaving the America II at the end of their journey on the banks of the Peribonka river Mr. Hawley's leg was injured so severely that he was laid up for several hours, and he has not yet fully recovered. The arrival of the aeronauts was made the occasion of their first formal welcome back to civilization. Gebhardt Willeich, the American

consul, and business men of the city met the party upon the arrival of their train from Chicoutimi this evening and escorted them to the Hotel Frontenac, where an informal dinner was given in their honor. After resting until 11 o'clock Messrs. Hawley and Post resumed the journey to New York. They are scheduled to arrive in Montreal tomorrow morning, and intend to take the first available train for New York city.

"There never was a time," Mr. Hawley said tonight, "when I considered that our lives were actually in danger, but our food supply was short, and I consider that we were fortunate in reaching Jacques Maltais' cabin in the woods when we did. Taken altogether, it was not a disagreeable experience by any means, and best of all, the cup for which we made the flight remains in home."

Trip Across Michigan.
In describing the earlier part of the journey to the time they were lost to sight over the state of Michigan, Mr. Post said:

"We followed a northeasterly course across the Mississippi and Missouri rivers and thence along the Illinois river into Wisconsin. In the morning we were in a position just north of the city of Milwaukee, but over the lake. We descended so that our rope trailed in the water, but the air was light and we rose again to get the eastern drift. That carried us up over the lake to Point St. Charles near Ludington. At that point the wind veered slightly to the north, and we passed over Traverse City. From there we rose again and again got the eastern drift."

"We crossed Lake Huron during the night and were high over Georgian Bay and the country immediately north of it. We reached our highest altitudes at this stage of the journey. The wind had a strong drift to the northeast and we dropped a trifle lower after passing Lake Nipissing. The wind was whipping us along at a tremendous speed.

Made Good Landing.
"We could see from the character of the country below us that it would be almost impossible to move a foot, so we went on. We again went into the clouds, at one time our barograph registering 5,000 meters, which is the limit. We then saw in the distance what we supposed was the town of Normandy, near Lake St. John. This was about 1:30 p. m. on Wednesday. The country looked favorable for a landing, and we decided to come down. The speed at which we were going, however, carried us beyond the place we had selected. We were carried over a valley. Considering the distance, we made a good landing on what we later learned was the east bank of the Peribonka river."

Packed Up for Long Trip.
"A heavy thunder storm came up and we slept in the basket that night. The next morning we saw that it was impossible to move the balloon, and we packed up for the journey on foot. We slept in the woods Thursday night. Hawley injured his leg in the storm. After we had covered about seven miles along the shore of Lake Ishigigami we went into camp early, making it as comfortable as possible by using balsam boughs."

Hawley Tells of Injured Leg.
Here Mr. Hawley interrupted Mr. Post to explain how his leg was hurt. "We were blown through a dense tangle of brambles and fallen timbers and making poor progress. In working my way through I leaped upon what looked like a solid log. It crumbled beneath me and my whole weight was suddenly thrown upon my right leg, which bent under me. "I can stand a good deal of pain, but I cannot take the whole load of me like that."

Camp of the Trappers.
Taking up the thread of his story, Post said:

"On account of Hawley's injured leg we took it easy on Friday and went into camp early. On Saturday, on the shore of a small lake, we came upon the cabin of Jacques Maltais. He was absent at the time, but we enjoyed his hospitality for that night, and the whole of the following day we stayed there. Unfortunately the cabin was bare of supplies."

"About 9 Monday morning Hawley went to the bank of the lake and shouted 'Hello!' several times. The call was answered and a short time later Josef Penepe and Josef Simon, two trappers, paddled up in a canoe."

Make Journey in Canoe.
"After explaining our situation to them they agreed to aid us in reaching the nearest habitation. We went by canoe to Lake Blanche, where we camped Monday night. Our newly found friends caught some trout and we enjoyed the first good meal in a long time. The rest of our journey was comparatively easy."

More than a score of telegrams containing words of praise and congratulation were addressed to Hawley and Post on their arrival here. Both men spoke appreciatively of the efforts made by the provincial governments of Ontario and Quebec and the dominion authorities to effect their rescue.

Bilious? Feel heavy after dinner? Tongue coated? Bitter taste? Pilexion sallow? Liver needs waking up. Doan's Regulax cures bilious attacks. 25 cents at any drug store.

PITTSBURG TEAM TO REORGANIZE

Pittsburg, Oct. 28.—The Pittsburg team in the National league will be reorganized completely by the opening of next season if the present plans are carried out. Barney Dreyfuss has ordered Manager Fred Clark to return to Pittsburg in December, when the work of building a new team will be begun in earnest. It is understood that even Hans Wagner will be traded if the Pittsburg club owners can make what they consider a profitable change.

In connection with the proposed shakeup, it is known that First Base-man Jack Flynn, for whom Pittsburg paid \$4,000 to St. Paul, will not have

RHEUMATISM
The famous English Remedy, cures the French American Rheumatism after 30 years of suffering. Sufferers from Rheumatism, Gout, Gravel, Sciatica, Neuralgia, Migraine, Headache, Stomach Troubles, Indigestion, Constipation, Piles, Hemorrhoids, Catarrhs, etc., will find relief in this wonderful remedy. Price 50c. Sold by BADCOX PHARMACY.

another trial at first base, but will be disposed of.
The Pittsburg club is now preparing its new contracts, which will have an ironclad anti-drink clause. Not even a glass of beer will be allowed any of the players.

BRYAN HIRES HALL AT OWN EXPENSE

LINCOLN, Oct. 27.—Announcement was made this evening that William J. Bryan had engaged at his own expense a hall in Lincoln at which next Monday night he will make his first speech in the National campaign. It was stated that Mr. Bryan will probably follow this program in other towns and cities of the state. Mr. Bryan a month ago proffered his services to the state committee for two weeks, but the committee has thus far not arranged for his appearance, because, it is announced unofficially, he had stated he could not support the Democratic candidate for governor, James C. Dahlgren.

BAMBERGER EXCURSION

Rah, Rah! Me for Modern Improvement and Home Industries! Oct. 29th—THE BAMBERGER LINE Excursion to Salt Lake, \$1.00 round trip.

BOY PROBABLY FATALLY HURT

Salt Lake, Oct. 28.—Run down by a cowardly autoist, who failed to stop and lend assistance, despite the fact that his victim lay prone in the street, Roger Goodrich, aged 10 years, son of William Goodrich, a dairyman living at 2070 N. Major avenue, is lying at his home with a fractured skull and with little prospect of recovery. Sheriff Sharp and a force of deputies spent several hours last night searching for the automobile and driver, but were unsuccessful in their quest. It is feared young Goodrich cannot survive the night.

The accident occurred on State street, just below Twelfth South, at about 7:30 o'clock Thursday night. Young Goodrich was hanging on behind one of his father's dairy delivery wagons. He dropped off behind and started to run across the street, when the automobile, going south on State street, rushed upon him at a terrific speed. Before the boy could dodge he had been struck by the heavy car and rendered unconscious. He was picked up and carried to his home, and Dr. A. A. Bird of Murray was summoned. The physician found that the lad's skull had been fractured, and at midnight he held out little hope for his recovery.

It was quite dark at the time of the accident, and the young man driving the dairy wagon could not see the number of the car, nor could he give a good description of it other than that the top was down. The sheriff's office was notified and an attempt was made to find the driver of the car who, when the lad was struck, turned on power and drove away at a mad pace.

A short time after the accident a car was observed to go north on State street at a high rate of speed. Only one of the front lamps was lighted, and it is believed the other was broken by the collision with Goodrich.

UTAH RATE CASE AGAIN ADVANCED

Washington, Oct. 28.—The Interstate Commerce commission announced today what is considered the reopening and rehearing of the Spokane case and other cases involving transcontinental and intermediate freight rates. The commission, in June last, decided a series of these cases involving rates from the Missouri river to the Pacific coast and from the Pacific coast to Missouri river, in each case ordering reductions. Now it appears the commission having gotten around to a construction of section 4 of the new railroad act, the long and short haul section, which prohibits carriers from charging more for a shorter haul than a longer haul, and this construction indicates that it will have a decidedly important bearing on these transcontinental and intermediate rate cases decided by the commission, but for which no effective date was set.

Before making the new rates effective, the commission provided for a checking to see just what the proposed rates would have on the revenues of the carriers and this checking is now going on. Since the commission decided these cases, shippers at intermediate points have made strong representations to the commission, as a result of which the proposed rates will be reopened. In connection with this reopening, the commission today issued a statement, in part as follows:

Commission Explains.
"The matter in which the business interests both upon the Pacific coast and interior points, as well as the carriers, are most interested is the probable date at which the orders of the commission in the Spokane case and cognate cases will be finally made effective. When those cases were disposed of last June, it was the expectation of the commission that whatever conclusion was finally reached could be put into effect not later than January 1, next. Subsequent to the promulgation of the opinions of the commission in those various cases, congress amended the fourth section, and this has introduced a new and most important element into these discussions. Manifestly, transcontinental rates cannot be finally adjusted until it has been first determined what application shall be made of the fourth section in its present form to those rates. By the terms of the act amending that section, carriers are

given until February 17, 1911, in which to file with the commission application for leave to charge less at the more distant points, and hence the commission cannot have this question before it in a way to be discussed or decided until after that date.

But Off Until May.
"It is our present intention to set down for hearing as soon as possible, and probably early in March, these application of the carriers under the fourth section. Both the carriers themselves and all interested parties and communities will be fully heard immediately thereafter, the commission will proceed to decide and finally dispose of this whole subject, but on order cannot be made effective in less than thirty days, and in view of the great number of rates involved it is probable that more time than this should be given in this instance. On the whole, it seems evident that whatever rates are finally determined upon cannot be put into effect before May 1, 1911.

"Both carriers and interested parties and communities should take notice of what is above said as to the date of argument upon the application of the fourth section, and be prepared accordingly."

PROSPECTS FOR TINTIC PROFITS

The report that the present lead-silver ore shipments from the Iron Blossom property are earning sufficient for maintaining the dividend rate, is denied by W. Lester Mangum, one of the officials yesterday from Provo, Mr. Mangum made it very plain that until the Iron Blossom management succeeds in finding a market for the big tonnage of silicious gold and silver ores of the south shaft, dividends will undoubtedly be suspended.

While this is a matter for the officials to determine, Mr. Mangum emphasizes the policy of the directors to leave the treasury well provided with development funds, and this program is not in line with the declaration of quarterly dividends during a period when no market exists for the major portion of the mine's developed resources. He says that from a tonnage standpoint, there never has been a property of the Knight interests with more ore demonstrated. Unfortunately, however, it is not the famous silver-lead carbonates from which the Colorado Mining and the Iron Blossom have wrung their past liberal earnings. Various tests are now being made by mill experts on these silicious ores, and if it is found that they are within the cyanidation process of treatment, the plan of mill installation will likely be carried out.

The annual meeting of the Colorado Mining stockholders will be held on November 19, at Provo. Mr. Mangum says that the officials are extremely anxious that a large representation be present. At this session, the financial condition of the company, and the physical condition of the mine will be entered into, fully, and a report made to stockholders as quickly as possible thereafter. The Colorado company naturally is reaching the point where some shifting of the dividend program will be necessary. The known ores are being depleted, while the physical condition of the mine is not to the satisfaction of the stockholders. When asked about the conditions underground, Mr. Mangum said:

"The Colorado has struck some good rock in the drift running south toward the Sioux line. The drift is east of the body opened in the Sioux, so we believe we are on the eastern edge of the ore body proper. Last Monday the Iron Blossom struck the 600 level of the No. 1 shaft, broke into a full face of copper ore, the face average of which was 7 per cent copper, while streaks assayed as high as 40 per cent. Considerable time since then has elapsed and the face and the management is not yet in a position to gauge the importance of this development. The formation in the south shaft, at the 1,700 level, has softened up considerably. There is a full face of blue quartz, with streaks and spots of iron through it."

"The Black Jack, on the 1,000 level, continues to drift north and south of the physical edge of the ore body, and there are twelve feet of good looking vein matter so far. The Cross Point is sinking its shaft."

TO THE PUBLIC

The Denver & Rio Grande is the official line for the High School football excursion to Salt Lake, October 29th. Advertisements to the contrary by other railroads are unauthorized. Remember the official train leaves at 9:00 a. m., October 29th, over the Denver & Rio Grande. Round trip fare, \$1.00. Special train returning at 7:30 p. m.

JOHN M. MILLS, Supt. Schools.
J. O. CROSS, Principal Ogden High School.

NOTICE.

To Knights of Columbus and friends: Owing to the death of our beloved brother, W. L. Maginnis, the grand Halloween ball will be postponed until some time in the near future.

K. OF C. SOCIAL COMMITTEE.

When you feel discouraged, nervous, tired, worried or despondent, get a sure sign, you need MOTT'S NERVE PILLS. They renew the normal vigor and make life worth living. Be sure and ask for Mott's Nerve Pills. Price \$1.00. WILLIAMS MFG. CO., Prop., Cleveland, Ohio. Badcox Pharmacy, Sole Agents.

COMMERCIAL NATIONAL BANK

OGDEN, UTAH

Not a Luxury

A bank account should not be regarded as a luxury. It is a necessity. Everyone who desires to prosper should have one.

Why put it off? Start one now with the Commercial National Bank of Ogden.

Four per cent interest paid on Savings Accounts.

Capital Stock\$100,000.00
Surplus and Profits\$105,000.00