

The Eastern Utah Advocate

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THURSDAY, JULY 17, 1913.

The geometrical axiom that a straight line is the shortest distance between two points is applicable in the solution of the most direct route for the Midland Trail between Green River and Salt Lake.

The state road commissioners, Jewkes and Lyman, said the state was up against it in the securing of enough laborers for the Price canyon route. The small matter of putting on an additional couple of hundred men never even feazed Price. The "biggest little city on earth" met the emergency and for good measure sent out another volunteer crew. To much credit cannot be extended to the citizens of Price who either left their business on Saturday and Monday or sent substitutes that there should be no question about the completion of the trail.

Nothing has come up in years that means so much to Price and the state as the Midland trail. And had it not been for untiring efforts of Price boosters in all probability the route would have gone to the south along the Santa Fe. As the Advocate has pointed out the Eastern excursionists must either parallel a railroad or they will stay at home. Locating Engineer Westgard made that point clear when he was in the state and logged the Price way. The breaking down of cars, the securing of repairs, available supplies of gasoline, the proximity to telegraph offices, the nearness of railroad stations in case of sickness and a dozen and one other contingencies make it absolutely imperative from the standpoint of the excursionists that they hug the railroad tracks.

The taking over of the Western Pacific railway by the Denver and Rio Grande is but the official recognition of what has all along been the practical fact. The abolition of the former name makes not a particle of difference in the situation or in the management of the two lines, in fact or substance. But it unifies the system without a break, and so it makes it easier both to the public and to the management. This unifying of the Rio Grande system through the official adding to it of the Western Pacific inevitably suggests that the proper place for the general headquarters and offices of the united Rio Grande system is Salt Lake. Here is the central point, the point, in fact, of managerial effectiveness. Salt Lake City is also hospitable to the railroad interests, and as demonstrated by its constant, favorable treatment of these interests, is well suited for this headquarters. The Union Pacific incorporated in Utah because of the favorable legislation here with respect to railroads. The Rio Grande could do nothing better for itself than to change the headquarters of its western system to Salt Lake, and this would be a mutual benefit both to the road and to this locality.—Tribune.

MIDLAND EXCURSIONISTS ARRIVE AT PRICE ON TIME

(Continued from page one.)

hour, July 4, 1894. Gift of Elwood Haynes, 1910. 265,125."

Mr. Haynes, despite his sixty odd years, is standing the trip in good shape. He is a passenger in Car No. 12 in the tour, which is a six-cylinder model.

He is likewise a good roads enthusiast and makes three to four speeches daily on the subject of roadway construction at the various towns on the route. One speech in particular, that delivered at Columbia, Mo., on July 4th, was conceded

one of the most interesting addresses ever delivered on the subject of automobiles.

In his opening remarks he contrasted the present tour with his initial trip in the "horseless carriage" nineteen years previous to a day. The little car moved along at a speed of about six and a half miles an hour, whereas the Haynes "Six" coasted into the city of Columbia at forty-two miles an hour.

GOVERNOR TO MEET THE AUTO PARTY AT PROVO

The excursionists leaving here tomorrow morning will be met at Provo by Governor Spry and other state officials. Secretary of State David Mattson, State Treasurer J. D. Jewkes and Will G. Farrell, secretary of the Salt Lake Commercial club, came down from Zion tonight and will be among the escort to Salt Lake.

To the head of the Price canyon every Price car will be pressed into service to accompany the Hoosiers to Horse Creek canyon and wish them "bon voyage."

PRICE ROUTE IS THE SHORTEST AND BEST

The two routes—the Price way and the Ballna canyon—have been tried out by impartial members of the Midland Trail council of Salt Lake.

Using the common vernacular, "there is nothing to it," as far as the Ballna route is concerned.

Here are the cold facts in the investigation of the two:

Sunday morning W. H. Ellison, president of the Utah Midland Trail association, and W. D. Hishel, of the Salt Lake Commercial club and special Tribune representative left Salt Lake for Green River. The former took the Price canyon route. The latter went by way of Emery and Castle Dale.

Mr. Ellison arrived at Colton at 4:30 Sunday afternoon. He drove his car from that point to the head of Horse Creek canyon, where he went on foot through the Price canyon, sending his machine around by Whillmore park. He caught the late night train to Price, laid over here Monday morning and left at one o'clock Monday afternoon for Green River.

What happened to Hishel? Why, he arrived at Emery at 4:20 o'clock Monday afternoon, in Castle Dale at 8:30. By that time his car was out of commission on account of bad roads and Tuesday morning through the use of another auto he left for Green River.

Mr. Ellison lost about eighteen hours in making the examination of the Price canyon route, but at that was more than twenty hours ahead of Mr. Hishel in leaving the respective stations of Price and Castle Dale and there is no question but that the difference in time between the two points to Green River is from five to six hours in favor of Price.

After his inspection of the Price canyon Mr. Ellison was enthusiastic over the route and he at once telephoned to State Road Engineer E. R. Morgan that with the completion of two small bridges the Price way was the feasible one and in excellent shape.

To the Herald-Republican Sunday Mr. Morgan gave the following interview:

"I thoroughly expect that barring improbable things the Price canyon road will be ready when the Hoosier autoists are due to arrive. We have three days to work in. On the worst stretch of the road, a distance of a mile and a half, we have 150 men working. The town of Price declared a holiday and has sent 200 more to work on the road. That means a force of 350 men and I see no reason why the Price canyon road should not be ready in time."

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GOULD ROADS ARE TO BE UNIFIED

WESTERN PACIFIC TO LOSE ITS IDENTITY.

Schlacks, After Long Service, Will Design All Positions With Both Lines and Also With the Globe Express Company.

SAN FRANCISCO, July 12.—The Western Pacific railroad, Gould outlet to the Pacific coast, is to lose its identity as a managerial unit and will pass under the control of the Denver and Rio Grande, thus establishing, through the Missouri Pacific, one management for Gould roads west of the Mississippi river, according to announcement made here today.

Correspondence given out at the offices of the Western Pacific, together with an official statement, shows that E. T. Jeffery, president of the road, retires, becoming chairman of the board of directors, and C. H. Schlacks, vice president who has been in immediate control, resigns from his position and also from the directorate of the Denver and Rio Grande.

B. F. Bush, president of the latter road and of the Missouri Pacific, is to become president of the Western Pacific and it is reported that he will have charge of all the western Gould lines.

Probably E. L. Brown, vice president and acting general manager of the Denver and Rio Grande, will be moved from Denver to San Francisco to run the Western Pacific, and locally it is hoped that President Bush's headquarters will be here.

The changes will officially take place at a meeting of the directors of the road to be held in New York this week. It is understood that the general offices of the Western Pacific will remain in San Francisco.

Leaves Other Positions. With his resignation as first vice president of the Western Pacific, Mr. Schlacks will also retire as a director of the Denver and Rio Grande and from the Globe Express company, which is controlled by the latter road. In his letter of resignation Mr. Schlacks said:

"When I removed from Denver to San Francisco and entered the service of the Western Pacific, I did so with the understanding, on my part, that my administration of the Western Pacific would be wholly independent."

"With the public announcement, which has recently been made, of a policy of unifying the management of the various roads constituting the Gould system, I informed Mr. Jeffery that, if at any time your board should determine upon such action, I should deem it necessary to sever my connection with the property."

Mr. Schlacks has extensive interests in Colorado, but notwithstanding, said today that he hoped to become a permanent resident of San Francisco.

Although the bringing of the Western Pacific under one management with the Missouri Pacific and the Denver and Rio Grande has not been unanticipated, especially since the announcement of the policy of unifying the integral parts of the Gould system, yet the announcement at this time with the accompanying resignation of Vice President Chas. H. Schlacks, has occasioned some surprise.

The Western Pacific, although since its inception operating as an independent road, is essentially a Gould line and the western link that gives to that system its outlet to the Pacific coast. The Gould interests financed the road, guaranteeing its bonds when the construction was begun, and the Denver and Rio Grande system was really the sponsor for the western end of the Gould system.

Just what effect the change will have cannot be said now, although it is not likely to go farther than a probable shift in officials. At present Charles M. Levey as second vice president of the Western Pacific is also its general manager and in direct charge of the operating department, with headquarters at San Francisco. E. L. Brown performs similar duties for the Denver and Rio Grande with headquarters at

A GOOD INVESTMENT.

W. D. Magli, a well known merchant of Whittemound, Wis., bought a stock of Chamberlain's medicine so as to be able to supply them to his customers. After receiving them he was himself taken sick and says that one small bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy was worth more to him than the cost of his entire stock of these medicines. For sale by all dealers.—Adv.

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Denver. Whether aside from the supervision of the president the two roads will continue to operate managerially as separate units, with a general manager for each road, or whether a general manager will operate both roads with an assistant to each road is not announced.

COUNTY DIRECTORY.

- W. J. Elwood, State Representative.
- H. Randolph, County Commissioner, holdover.
- Joseph R. Sharp, Commissioner, 4-year term.
- W. T. Hamilton, Commissioner, 2-year term.
- E. S. Horsley, County Clerk.
- T. F. Keller, County Sheriff.
- Josie Fitzgerald, County Recorder.
- George Collingham, County Assessor.
- A. Ballinger, County Treasurer.
- C. C. McWhinney, County Attorney.
- W. N. Wetzel, County Surveyor.
- C. R. Marcusen, County Supt. of Schools.

CITY OF PRICE.

- W. F. Olson, Mayor.
- J. M. Whitmore, Councilman.
- Thomas Fouts, Councilman.
- Carlos Gunderson, Councilman.
- J. W. Looftourow, Councilman.
- A. W. McKinnon, Councilman.
- L. A. Lauber, City Recorder.
- N. E. Seamount, Treasurer.

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