

CANAL ZONE IS TOO NARROW.

Shonts Says It Should be Made So Wide as to be Safe.

ABOUT MARKEL CONTRACT.

Told Omaha Man that Other Arrangements Would Have to be Made.

Washington, Jan. 30.—The senate committee on interoceanic canals today resumed its examination of Theodore P. Shonts. Mr. Shonts explained in detail the preparation for the awarding of the contract to Mr. Markel for a complete commissary on the isthmus.

The Markel contract took effect Sept. 7, 1904, and was cancelled on Oct. 11, Mr. Markel had gone to the isthmus first at the invitation of former Chief Engineer Wallace to assist the commission in devising a plan of feeding employees on canal work.

The examination of Mr. Shonts developed very little that had not been given to the public. At 11:15 o'clock a recess was taken for luncheon.

The executive session of the committee was held for the purpose of determining whether a hearing should be given to Robert Schenck, manager of the Pacific Mail Steamship company. He had requested an opportunity to reply to charges made by Secy. Taft and Chief Engineer Stevens, that his company had been responsible for a great part of the congestion of freight on the wharves on the isthmus.

After a long discussion it was agreed that he should appear before the committee at 2:30 o'clock tomorrow.

The date of hearing Postmaster Ege- low, the magazine writer, has been indefinitely postponed, and it is doubtful if he will again be given an opportunity to appear before the committee.

At the afternoon session Senator Simmons sought to show that the bid of Hulsing & Dunbar of New York for the feeding of the canal employees was lower than the bid of J. E. Markel & Son. Mr. Shonts replied that it would be impossible to tell which bid had been the lowest, but that the experience of the Markel firm in feeding large bodies of men had been taken into consideration.

Senator Simmons asked Mr. Shonts if he thought the law had not been violated in letting the contract to a firm whose bid had not been the lowest. Mr. Shonts replied that if the law declared that the lowest bid should be accepted without regard to the time of delivery of goods or the quality furnished, then the law had been violated by the commission in its awarding of the contract to the Markel contract had been cancelled, said Mr. Shonts, it was suggested by Mr. Stevens that it would be ought to have some compensation for the trouble and expense which he had incurred.

"As a matter of fact," asked Mr. Simmons, "was not this contract cancelled because you received a message from Mr. Stevens saying the contractor would make a million dollars a year out of the arrangement, and asking that it be held in abeyance?"

"Well, I remember receiving such a message," said Mr. Shonts. "I immediately called in Mr. Markel and told him we would have to make some other arrangements. Mr. Stevens said the men could be fed on the isthmus for 30 cents a day. Mr. Markel said he could feed them for 30 cents if permitted to reduce the food to the quality given the laborers under Mr. Stevens' plan."

Mr. Shonts said he had been informed that twenty of Spanish labor could be found and from a health point of

No joy or pleasure on this earth quite equals that which comes into the home when baby arrives. Who can describe the happiness of man and woman, joined in wedlock, as they look upon the fragile, delicate mite that is blood of their blood



and flesh of their flesh? And who can depict the hopelessness and dejection that hover about the home where the wife is incapable of becoming a mother. Barrenness proceeds from some derangement of the distinctly feminine organs. Many of the common ailments known as "female troubles" cause it. Dr. Pierce's Favorite Prescription overcomes barrenness by bringing out diseases of women, and by healing and curing ulceration. It tones up the system, stops drains, and restores strength. During gestation it modifies morning sickness, gives elasticity to the overstrained parts concerned, makes the hour of baby's coming short and almost painless, and gives wonderful recuperative power to the patient. By making the mother strong and cheerful, it makes the little one healthy, vigorous and good natured. Insist upon the medicine dealer giving you Dr. Pierce's Favorite Prescription when you ask for it. Substitutes are often dangerous.

Mrs. James W. Baker, of 629 Catherine St., St. Louis, writes: "Your medicine has done wonders for me. For years my health was very poor. I had four miscarriages, but since taking Dr. Pierce's Golden Medical Discovery and Favorite Prescription I have much better health, and now I have a fine healthy baby."

For one-cent stamps to cover cost of mailing, you can get a free copy of that celebrated doctor book, the Common Sense Medical Adviser, 100 pages, illustrated, cloth-bound, 25 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.

view they would help to solve the labor problem. He said that a movement was on foot to try 500 Spaniards (the bid of that type are paid \$1 a day and upward. He quoted Mr. Stevens as desirous of getting Chinese coolie labor admitted to the canal zone.

Mr. Shonts stated he did not believe the canal zone was wide enough, and that the zone should be made so wide that no other nation could get close enough to kick the United States out of the canal.

The senator, in his question, said he was thinking of the practical side of the matter, and Mr. Shonts said that some one in authority, I do not know whether it was the captain or not, I did not know him very well. No, I am sure the order did not come from any of the passengers.

"After a few moments, when they were lowering the starboard boat, the crowd gathered around it. Afterward people were jumping in. I could not distinguish faces—it was too dark when the boat was filled and lowered. I don't know who gave the word to lower the boat to the water, but it might have been one of the officers or some excited passenger."

"Anyway, the boat went down the ship's side. For a moment it hung, one end up, the other down, and all the time banging against the sides of the vessel. Finally, it was caught and capsized. There was great excitement then, and cries of 'pull them out' came from all sides."

"How did it happen that so many of the crew were on that life raft?"

"As soon as the raft struck the water, the crew took possession," said the witness.

"What kind of weather was it when you were picked up by the Topeka?"

"Nice weather. It was a trifle foggy, but there was no wind blowing. The waves were high, and covered on them. I do not see why a boat could not have been lowered."

"Did you hear any reason given on the Topeka as to why no boats were lowered?"

"Mr. Allison then went on and told of the condition of the vessel when he left. He stated the hurricane deck was rising and falling with every wave which struck the ship. That, thinking many of those on board to break up, he was about to break up."

A. Willis, another passenger, testified the first boat was not lowered properly. He said the cliff on which the Valencia was wrecked was so abrupt where he landed that he could not get to the life line that was shot ashore.

John Segalos, the Greek fireman, who was the real hero of the Valencia, testified before the inspectors this afternoon. Telling of his own daring in plunging into the waves and trying to take a line ashore he said:

"I feel very sorry for the poor people. I make the sign of the cross, tie a line around my waist and jump in. But the water it was too strong for me and I have to come back to ship."

Segalos spoke zood English, but with a strong accent and used his own idioms. He contradicted the testimony of Allison, saying the seas were terrific the morning after the ship struck.

Rev. Fletcher L. Wharton, pastor of the First Methodist Episcopal church, today appeared before the board of inspectors investigating the wreck of the Valencia, at the invitation of the latter, and explained that he had been led to speak to his congregation concerning the alleged uselessness of the life preservers on board the disabled vessel on account of statements made by Asst. Surg. City Marshal Frank P. Bunker, where they will remain until May 10.

"The public would like to know," said Mr. Wharton, "what guarantee it has from the inspectors as to the efficiency of seamen and equipment of vessels on the Pacific coast. There is a feeling that the officers of the Valencia took on board men who were unskilled as seamen and unable to care for passengers in the event of a wreck or other disaster. It is held, too, by some, that the quality of the life preservers was such as to render them useless. I am here merely to seek information, that I may impart to the public, and I would like to know if the inspectors are sitting in judgment on their own acts."

The inspectors showed Dr. Wharton life belts made of tulle and of cork. They contended that the tulle belt was equally as good as cork, and said that a majority of witnesses had testified that the former were all right. A tulle belt worn by Joe Segalos, the Greek fireman, rescued from the life raft picked up by the City of Topeka, was exhibited. A 20-pound weight was tied to it and the man was immersed in a barrel of water. When the court adjourned at 5 o'clock the belt had been in the water six hours and was still afloat.

Dr. Wharton was informed that marine inspectors had nothing to do with the selection of seamen, and he stated that he was personally satisfied with the explanation given and would be pleased to inform his congregation.

Witnesses called this afternoon were A. H. Hawkins and Joseph McCaffery, passengers, and Marie Tarney, a quartermaster on board the Valencia. All three were on the raft picked up by the City of Topeka. Witnesses in each instance testified that there was no apparent attempt to crowd the members of the crew to crowd the passengers from the life boats and rafts.

Hawkins declared that the small working boat was dropped into the water on account of the breaking of the tackle.

VALENCIA WRECK INVESTIGATION.

C. Allison Testified that Sea Was Smooth and Was No "Terrible Surf."

BOATS IMPROPERLY LOWERED

No Apparent Attempt by Crew to Crowd Passengers From Life Raft.

Seattle, Wash., Jan. 30.—At this morning's session of the investigation into the loss of the Valencia, C. Allison, son of St. Paul, a passenger, testified that the sea was not rough. He explained that he had himself been a sailor, and that the surf that finally battered the Valencia to pieces could not be called high. This testimony caused a mild sensation, as all published accounts of the wreck have described "high seas" and a "terrible surf."

"Every one seemed to shun us," said Allison, testifying before the board of United States inspectors in the Valencia investigation. "All seemed to be afraid to help or to attempt to help the unfortunate men and women who were facing death."

"All those that succeeded in getting ashore immediately went off. The vessels on the sea stood off and made no attempt to lower a boat. In the morning after the last raft put off from the Valencia there was no great sea running. Not a wave had a comb on it."

"There might have been some excuse for the question raised in this case, but there was a tug alongside of her that did not come any closer than the large vessel. It all looked wrong to me."

"Did the conduct of the officers of the vessel meet with your approval?"

"I was in my bunk when the vessel struck, and immediately went on deck. Everything was quiet and orderly then. Some one gave an order to lower the boats to the saloon deck. I could not see, but think the order came from some one in authority. I do not know whether it was the captain or not, I did not know him very well. No, I am sure the order did not come from any of the passengers."

"After a few moments, when they were lowering the starboard boat, the crowd gathered around it. Afterward people were jumping in. I could not distinguish faces—it was too dark when the boat was filled and lowered. I don't know who gave the word to lower the boat to the water, but it might have been one of the officers or some excited passenger."

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WHEN YOU HAVE A COUGH ALWAYS TAKE

Chamberlain's Cough Remedy

It is famous for its cures and can always be depended upon. It couders out any tendency of a cold to result in pneumonia. IT IS SAFE AND SURE. Price 25c. Large size 50 cents.

WANTS N. Y. TRACTION MERGER INVESTIGATED.

New York, Jan. 30.—A resolution for an investigation of the merger by which elevated surface and subway railroads in Manhattan and the Bronx were recently placed under the control of the Interborough-Metropolitan company, was introduced in the board of aldermen of New York City today by Borough President Bird S. Coler of Brooklyn. Mr. Coler in asking for the investigation, made the following charges: "That the merger tends toward an absolute monopoly of passenger transportation in New York City; that the interests which have joined in the control of transportation service of the city and have conducted that service without the slightest regard for the public service; that it is intended to add to the present capitalization of a company in the street a stock issue of \$100,000,000 representing little or nothing in the way of real value except the privileges of extending from the public through a car fare tax, and that the new interests are about to obtain control of the Brooklyn Rapid Transit company system."

What time is it?

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MYRON J. AMICK DEAD.

Before Civil War Was Indian Fighter and Scout With Buffalo Bill.

New York, Jan. 30.—Myron J. Amick died yesterday of pneumonia at his home here. Before the Civil war he was an Indian fighter and a fellow scout of Buffalo Bill, and during the war of the states was one of the most famous of the scouts in the Union army. He was born in Elgin, Ill., in 1844. With the outbreak of the Civil war, Mr. Amick enlisted in the Eleventh Illinois cavalry. Because of his reputation as a scout he was assigned to the headquarters of Gen. Logan and Gen. Howard, and was entrusted with many important and difficult missions. He was a member of George Wright post, G. A. R., of Portland, Oregon. He leaves a widow.

SENATOR WARREN BREAKS HOUSE RULES.

Washington, Jan. 30.—An innocent transgression of the rules guarding the prerogatives of the house resulted when Senator Warren of Wyoming escorted President Roosevelt's two sisters, Mrs. Cowles and Mrs. Robinson, and two gentlemen into the hall of the house during the session today.

NEGRO ASSAULTS A WOMAN, LEAVING HER TO DIE.

Atlanta, Jan. 30.—Mrs. Nina May Dupree, a young woman about 29 years old, who lives with W. H. Grogan, a prosperous farmer, about six miles from Atlanta, near Cornhill, was assaulted by a negro this afternoon. After cutting her throat and leaving her in a dying condition from the loss of blood and nervous excitement, the negro escaped. A posse of negroes, about a hundred citizens, with horns, is following the negro tonight, and if he is captured he will in all probability be summarily lynched.

PLOT TO KILL SULLOGUB.

Riga, Livonia, Jan. 30.—The police have discovered a plot to kill Gen. Sullugub, the governor-general of the Baltic provinces, and several high civil and military officials. Many arrests have been made. The suspicions

ABSOLUTE SECURITY.

Genuine Carter's Little Liver Pills.

Must Bear Signature of **Scott's**

See Fac-Simile Wrapper Below.

FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION.

Price 25c. GENUINE. Purely Vegetable. **Scott's**

CURE SICK HEADACHE.

of the police were aroused by the constant spying of the conspirators on their intended victims for the purpose of learning their habits.

Stops itching instantly. Cures piles, eczema, salt rheum, tetter, itch, hives, herpes, scabies—Doan's Ointment. At any drug store.

6 BEST SELLING BOOKS RECORD FOR DECEMBER.

1. The House of Mirth. Wharton. \$1.50
2. The Conquest of Canaan. Tarkington. 1.50
3. Nedra. McCutcheon. 1.50
4. The Gambler. Thurston. 1.50
5. Rose of the River. Wiggins. 1.50
6. Fair Margaret. Crawford. 1.50

We have the above and over 500 titles of the choicest fiction of the best authors of the day.

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Cures Colds, Croup and Whooping Cough.

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PIANOS

Are As Near Perfection As They Can Be. The most remarkable piano ever built. Take One Home For \$10.00

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Watches Cleaned \$1.00
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CARTER JEWELRY CO., 324 Main St. Sign of the Big Watch.

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Use and Take No Other. Social Bread and Cakes

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The Celebrated Chinese Physician. Thousands of Testimonials of Persons Cured of Consumption, Catarrh, Hemorrhages, and Every Disease and Sickness. Herbs Used. No Poisonous Drugs.

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Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel. Special attention to ladies and children. Tourist sleepers through to Chicago, Boston and other points, without change. TWO TRAINS DAILY. Inquire at ticket office, 103 Dooly Block, Salt Lake City. Any information cheerfully given.

H. C. TOWNSEND, G. P. & T. A. Missouri Pacific, Ry., St. Louis, Mo.

OREGON SHORT LINE

Time Table

IN EFFECT Jan. 1, 1906

ARRIVE:

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver	5:15 a.m.
No. 8—From Ogden, Portland, Butte and San Francisco	8:30 a.m.
No. 4—From Ogden and Intermediate Points	9:30 a.m.
No. 12—From Ogden, Cache Valley and Intermediate Points	11:45 a.m.
No. 18—From Chicago, Omaha, Ogden and Intermediate Points	4:05 p.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	6:15 p.m.
No. 10—From Ogden, Cache Valley and Intermediate Points	7:35 p.m.
No. 14—From Ogden and San Francisco	7:35 p.m.

DEPART:

No. 4—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis	7:10 a.m.
No. 7—From Ogden, Portland, Butte, San Francisco and Intermediate Points	10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	1:30 p.m.
No. 11—From Ogden, Cache Valley and Intermediate Points	4:30 p.m.
No. 17—From Ogden, Omaha, Chicago and Intermediate Points	5:55 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago	6:55 p.m.
No. 13—From Ogden and Intermediate Points	11:45 p.m.
D. E. BUREN, G. P. & T. A. City Ticket Office, 321 Main Street, Telephone 350.	
D. E. SPENCER, G. P. & T. A. City Ticket Office, 321 Main Street, Telephone 350.	

Note:—Train numbers shown above are Oregon Short Line train number and do not apply to the Southern Pacific west of Ogden or the Union Pacific east thereof.

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"THE LAGOON ROAD"

Salt Lake & Ogden Railway. SIMON FRAMBERGER, President and General Manager.

Time Table in Effect Nov. 3, 1905.

LEAVE SALT LAKE: 6:30 a. m., 8:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m., 9:30 p. m.

LEAVE OGDEN: 7:30 a. m., 9:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m., 9:30 p. m.

SALT LAKE ROUTE

Utah's Most Popular Rail Road.

CURRENT TIME TABLE

DEPART:

No. 7—Los Angeles Limited	4:15 p.m.
No. 1—Los Angeles Express	12:00 a.m.
No. 6—For Stockton and Tittle	7:45 a.m.
No. 8—For Nephi & Sanpete Valley	8:00 a.m.
No. 3—For Garfield	11:30 a.m.
No. 4—For Nephi	4:45 p.m.
No. 11—For Nephi and Lynn	5:30 p.m.

ARRIVE DAILY:

No. 8—Los Angeles Limited	5:45 p.m.
No. 2—Los Angeles Express	5:30 a.m.
No. 12—From Lynn & Nephi	5:30 a.m.
No. 14—From Garfield	1:30 p.m.
No. 10—From Nephi & Sanpete Valley	1:30 p.m.
No. 44—From Nephi	1:30 p.m.
No. 13—From Tittle & Stockton	5:30 p.m.
No. 15—From Denver and East	6:00 p.m.

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OPERATIONS AVOIDED

Two Grateful Letters from Women Who Avoided Serious Operations.—Many Women Suffering from Like Conditions Will Be Interested.



When a physician tells a woman, suffering from female trouble, that an operation is necessary it, of course, frightens her.

The very thought of the operating table and the knife strikes terror to her heart. As one woman expressed it, when told by her physician that she must undergo an operation, she felt that her death knell had sounded.

Our hospitals are full of women who are there for just such operations! It is quite true that these troubles may reach a stage where an operation is the only resource, but such cases are much rarer than is generally supposed, because a great many women have been cured by Lydia E. Pinkham's Vegetable Compound after the doctors had said an operation must be performed. In fact, up to the point where the knife must be used to secure instant relief, this medicine is certain to help.

The strongest and most grateful statements possible to make from women who, by taking Lydia E. Pinkham's Vegetable Compound, have escaped serious operations.

Margrite Ryan, Treasurer of St. Andrew's Society, Indianapolis, Ind., writes of her cure as follows:

Dear Mrs. Pinkham— "I cannot find words to express my thanks for the good Lydia E. Pinkham's Vegetable Compound did me. The doctor said I could not get well unless I had an operation for the trouble for which I suffered. I could not stand the strain of an operation and made up my mind I would be a invalid for life. Hearing how Lydia E. Pinkham's

Vegetable Compound had saved other women from serious operations I decided to try it, and in less than four months I was entirely cured; and words fail to express my thankfulness.

Miss Margret Merkle, of 275 3d Street, Milwaukee, Wis., writes: Dear Mrs. Pinkham— "Loss of strength, extreme nervousness, severe shooting pains through the pelvic organs, cramps, bearing-down pains, and an irritable disposition compelled me to seek medical advice. The doctor, after making an examination, said that I had a serious female trouble and ulceration, and advised an operation as my only hope. To this I strongly objected—and I decided as a last resort to try Lydia E. Pinkham's Vegetable Compound. "To my surprise the ulceration healed, all the symptoms disappeared, and I am now more strong, vigorous and well; and I cannot express my thanks for what it has done for me."

Serious feminine troubles are steadily on the increase among women—and before submitting to an operation every woman should try Lydia E. Pinkham's Vegetable Compound, and write Mrs. Pinkham at Lynn, Mass. for advice.

For thirty years Lydia E. Pinkham's Vegetable Compound has been curing the worst forms of female complaints, ulceration, falling and displacement, weakness, irregularities, indigestion and nervous prostration. Any woman who could read the many grateful letters on file in Mrs. Pinkham's office would be convinced of the efficiency of her advice and Lydia E. Pinkham's Vegetable Compound.

Ask Mrs. Pinkham's Advice—A Woman Best Understands a Woman's Ills.