SOUTHERN PACIFIC OFFICE ABOLISHED

But One Salt Lake Agency For Harriman Roads.

R.G.W. OFFICES REMOVED

COMMUNITY OF INTERESTS STRIKES SALT LAKE.

Consolidation of railroad interests again struck Salt Lake yesterday. The announcement was made that the Southern Pacific office would be closed down, and simultaneously came the news that the purchasing agent's office of the Rio Grande Western would be moved to Denver and consolidated with the office of the Denver & Rio Grande not later than Oct. 1. It is expected that the cashier's office and the auditor's office will be moved to Denver at the same time.

The local Southern Pacific office will be closed down Sept. 1, and the business will thereafter be done through the Short Line, which also handles the Union Pacific business. D. R. Gray, the general agent of the former company, is looking for a tenant for the handsomely furnished new offices in the Masonic block, on which the company recently took a lease. Mr. Gray is a nephew of J. C. Stubbs, traffic manager of the Harriman roads, who is responsible for the order making the changes. It is consequently deemed certain that Mr. Gray will be taken care of. Traveling Freight and Passenger Agents R. K. Minson and A. H. Wilde have as yet heard nothing as to what will become of them.

This consolidation will take place at all other points where there are agencies of both the Southern Pacific and Union Pacific. The understanding is that west of Ogden the business will be handled by the Southern Pacific offices, and that east of Ogden the Union Pacific machinery will be utilized.

This plan of consolidation is said to be one of the pet theories of E. H. Harriman, and it is generally believed he will push it to the utmost wherever he can exert sufficient influence to do so. It is one of the results of the launching of his scheme for placing the traffic affairs of the roads under traffic directors, who have exclusive jurisdiction of rates and all similar matters relating to the handling of traffic, and it is argued that it will not be allowed to rest with the consolidation of Union Pacific agencies, but will be extended as rapidly as practicable to include Burlington and Northern Pacific systems as well. It is now very generally held that Mr. Harriman's policy will be given full effect on these two roads.

BLOCK SAN PEDRO ROAD.

Property Owners Hold Out For High Prices.

The Los Angeles Express says:

If the rest of the people whose lands will have to be condemned for road purposes by the San Pedro, Los Angeles & Salt Lake line hold out for high prices as stubbornly as Charles Prager is holding out in the trial of the condemnation of certain of his lands, the right of way for the new road will cost it many millions of dollars in attorney and court fees.

Prager wants something like $3,000 for some ten acres of land near Whittier, and $4,000 damages that he says will result to the rest of his property if the road is built along the proposed route. Counsel for the railroad, Messrs. Thomas, Gibbon & Halstead, have tried in vain to compromise the matter on some reasonable basis. But Prager will not listen to any talk of compromising, and sticks out for what the road's attorneys consider to be a most exorbitant price.

The trial of the cause has been proceeding for the past two days before Judge Conrey of department five. A number of witnesses have been called in support of the prices fixed upon the various kinds of land by the defendant, Prager. They have all verified his figures, fixing the value per acre from $75 for lowlands that are merely river sands to $250 for fairly good valley soil. Mr. Gibbon says that land of a similar nature has been selling for $25 and $30 and on up to $75 per acre, and that while the road is perfectly willing to give people what might be considered fair prices for their land, yet they will not stand for any unreasonable figure merely because they have enormous financial backing.

PAYS FOR RIO GRANDE STOCK.

Missouri Pacific Takes Another Formal Step.

The Financial Chronicle says under the head "Missouri Pacific":

"In partial payment of shares of the Denver & Rio Grande railroad, $4,500,000.

"Subscribed by stockholders at par for the purpose of providing financial requirements, including payment of shares of the Denver & Rio Grande railroad purchase, $9,922,522.

"The Missouri Pacific Railway company has acquired and holds in the treasury $14,800,000 of the common capital stock and $7,300,000 of the preferred capital stock of the Denver & Rio Grande railroad."

This shows that the Gould line has completed its control of the Denver & Rio Grande and will soon become full owner of the road.

The announcements published by the Financial Chronicle call attention to the listing of additional stock by the Missouri Pacific on the New York exchange and the items set forth the uses of the additional stock.

GOULD IS FRIENDLY.

Will Not Oppose Plans of the Pennsylvania.

New York, Aug. 2.—Russell Sage, in an interview published in the Tribune, says that the best of feeling exists between himself and George Gould and the Pennsylvania railroad management, and that nothing would be done to antagonize the Pennsylvania in rebuilding the new Wabash line to Pittsburg.

"So far as good policy may permit," Mr. Sage said, "it will be the aim to turn a large volume of the business of the Gould roads in the southwest over to the Wabash at their eastern outlet.

"The only important plans now under way with reference to the property are in connection with the building of the new line to Pittsburg and that line will surely be put through. This will not antagonize the Pennsylvania. I will not say that there is a specific understanding to this effect, but there is a general understanding."

U. P. TO DOUBLE TRACK.

Improvements to be Made on Section in Wyoming.

(Special to The Herald.)

Cheyenne, Wyo., Aug. 2.—It is asserted by persons in authority that the next piece of construction work to be attempted by the Union Pacific on its Wyoming division will be between Borie, nine miles west of Cheyenne, and the east entrance of the Sherman hill tunnel, where a second or double track will be put in.

Work on the big addition to the round houses of the Union Pacific here is progressing rapidly and the stalls will be ready for locomotives in a few weeks.

It is stated that the tie curing plant at Laramie is to be enlarged at once, and that a large force of men will be employed.

Sunday Closing Committee Will Hold Meeting Tomorrow.

The Sunday school committee which protested against Sunday liquor selling and other violations of the city ordinances, will hold a meeting tomorrow or next day, at which it is probable the committee will outline some plan of further procedure.

Said Chairman Charles Felt of this committee yesterday: "We will not meet before Sunday for we want to give the mayor plenty of time to consider the matter now before him. We will make a determined effort to have some action taken on that petition, however, and the mutual improvement board, we believe, will be with us in the fight. Not by any means do we intend to drop this question until it is settled, and settled right."

The committee looks upon the action of the council in referring the petition to the mayor and chief of police as a certain indication that it will be pigeonholed as long as possible. Some of the members are grieved because they had no opportunity to go before the council and discuss the Sunday liquor question.

"We fully expected that petition would be referred to a committee and that we would be called upon to produce evidence in support of our allegations," said one member. "We had the evidence all right. We know that liquor is being sold to minors and that the saloons are open Sunday, a fact which is not denied. Instead of having an opportunity to present these facts, the petition is stuffed away in the mayor's hands. We know his views on the subject and do not expect much of a favorable nature from him."

The Sunday School union meets the third Monday of this month and the committee will then be authorized to take some further steps in conjunction with the M. I. A., which will probably soon go before the council with a similar protest, looking to the closing of the saloons on Sunday.

EXCURSION OF SHOPMEN.

Employees of Rio Grande Western to Have an Outing.

The employees of the Rio Grande Western shops are to have an excursion to either Castilla Springs or Ogden canyon on Saturday, Aug. 17. The matter was submitted to the management of the company by the employees after a general meeting yesterday, and permission was given to run the excursion to either of the points named on the date stated above. None but employees of the company and their immediate families will be permitted on the excursion train. E. J. Hull and A. P. Solomon were selected to visit Ogden canyon, and Tom Urban and Doc Neeham to visit Castilla Springs on Sunday. They will report at a regular meeting of the shopmen on Monday, and the place for the outing will be then chosen. E. J. Hall has the matter of the picnic in charge for the men and a good time is anticipated.

RAN LINES TO SALMON RIVER.

Oregon Short Line Surveyors Return From North.

A party of Oregon Short Line surveyors which has been running the lines of the new Houston branch clear through to the Salmon river country returned from the north yesterday. The party, which is at the Cullen, is in charge of E. S. Arnold, who has with him R. W. Chase, J. W. Work, R. E. Le Febree, W. B. Colwell, J. B. Laird, George Bradshaw, Thomas Bradshaw, J. H. Hampson and Lyle Burkman.

The party found a good route through the rich mining and agricultural district. There is no question that the line will be extended beyond Houston, but it is at present uncertain how soon the work will be commenced.

S. P. TO PASS DIVIDEND.

Surplus Will be Used For Repairs and Maintenance.

New York, Aug. 2.—The Associated Press learns on excellent authority that at the weekly meeting of the executive committee of the Southern Pacific railway held yesterday, the results of operations for the complete fiscal year were considered and that it was resolved that the needs of the property for repairs and maintenance were such as to make a division of surplus earnings inadvisable.

FREIGHT TRAIN DERAILED.

Traffic Suspended on Tintic Branch of Short Line.

Eureka, Aug. 2.—Oregon Short Line train service to Eureka was interrupted today as a result of several cloudbursts in the mountains around Rush valley. The heavy rains loosened the track this side of Fairfield and when a freight train struck a soft spot the rails spread and the tender and five or six cars were derailed. The passenger train due here at 11 this forenoon went back to Fairfield and has not been able to get through yet.

Go After Montana Stock.

Chicago, Aug. 2.—Plans are being made by the Milwaukee & St. Paul to enter Montana and become an active factor in livestock business from the ranges to the principal markets. Assistant Freight Agent Calkins, who has charge of the livestock business of the road; Captain M. Nickelson, special livestock agent, and two Chicago livestock men have gone to Everts, S. D., on the Missouri river, the western terminus of the Milwaukee & St. Paul system in South Dakota, to investigate the livestock business in that section, and the action of the company will be based on their reports.

Railroad Notes.

A dispatch from New York says that the proposed extension of the Rock Island from El Paso to the Pacific coast is not backed by the Goulds, as was supposed, the Rock Island still remaining outside the syndicate.

The attitude of the Southern Pacific in declining to pay a full share of the expenses is said to have endangered the life of the western immigrant bureau.

General Passenger Agent D. E. Burley left last night for a week's vacation to be spent on General Manager W. H. Bancroft's ranch north of St. Anthony, Ida. He was accompanied by Charles Saunders of Omaha and E. B. Wicks of Salt Lake. They will rest, hunt, fish and rest.

D. O. Clark of Omaha, general superintendent of the Union Pacific Coal company, is in the city.

"BUCK'S" FISH STORY.

Veteran Ball Player is the Champion Angler.

The question is, has "Buck" Weaver been having visions in a dream, or has somebody turned loose a North Sea aquarium in Davis county. "Buck" told John Critchlow and John told a conductor on the Salt Lake & Ogden, who told Frank Engler, and Frank told it in his summer resort, that "Buck" caught a black bass in the Lagoon lake, with a hook and line, weighing 7½ pounds.

The worst of it is that Manager Critchlow made an investigation and found the story to be true. It happened one day when "Buck" wasn't working. The management placed a boat and a hook and line at his disposal and the ball tosser pushed out from shore. A couple of hours later he came in with the animal in question strapped to his back. Its eyes were as big as dollars—"Buck's" were larger—and when it closed in on the bait, "Buck" said it towed the boat three times around the lake and nearly capsized the Maud Adams, which is the name of the launch to be seen moving about in the waves each afternoon and evening.

"That is the biggest fish ever caught in the lake with a hook and line," explained Manager Critchlow, "but there have been larger ones seined out."

Colonel Eskridge Retired.

Colonel Richard I. Eskridge, Twenty-seventh infantry, having been found by an army retiring board incapacitated for active service on account of disability incident thereto, his retirement from active service July 28, 1901, by the president, under the provisions of section 1251, revised statutes, is announced by the secretary of war. Colonel Eskridge will proceed to his home.

NO UTAH ASPHALT FOR UTAH PAVEMENTS

But Abundance to Ship to Other Cities.

A CURIOUS SITUATION

STREETS TO BE PAVED WITH FOREIGN PRODUCT.

Notwithstanding the fact that Utah has thousands and millions of tons of the best asphaltum in the world, which is being shipped all over the Union for street paving purposes, the streets of this city are to be paved with asphaltum from California or the island of Trinidad.

The board of public works held a meeting at the office of City Engineer Kelsey yesterday morning and opened the bids for the street paving to be done on Second South street from First West to the Rio Grande Western depot, and on Third South from State to West Temple. There were but three bids: Alcatraz Asphalt Paving company of California, $140,280, if Alcatraz XX is to be used, and $152,580 if Trinidad or Bermudas material is to be used; N. P. Glann Construction company of Chicago, $183,100, Trinidad asphalt to be used, and the City Street Improvement company, $159,970, Santa Cruz asphalt to be used. No action was taken in the matter of letting the contract. Another meeting will be held Monday morning, at which the contract will probably be let.

No Utah Asphalt.

The fact connected with the bids given above that will strike local people with the greatest force is that Utah asphalt is not mentioned in one of them; that while Utah asphalt is deemed good enough for paving in cities in all parts of the country it is not deemed good enough for use right at home. The reason assigned for this is that there is no local plant fitted up for the proper mixing of the asphalt; that while the raw material produced in Utah is the best to be found anywhere and can be used to the best advantage when mixed at other places, it cannot or is not properly mixed here. It is claimed that the paving done in this city with Utah asphalt is very unsatisfactory. The First and Second South street paving is cited as proof of this, while State and West Temple streets are given as examples of paving done with Santa Cruz asphalt.

John E. Dooly, the chairman of the board of public works, said last evening that no restrictions were placed on the bidders, but that whoever got the contract would be required to put up a bond to keep the pavement in perfect condition for ten years, and at the end of that time turn it over to the city in first-class condition.

No effort was made, Mr. Dooly stated, by the board to have Utah material used or to have the bidders confined to the use of Utah material. The only object the board had in view was to secure a first-class job for the city, and that Utah material and Utah bidders must stand on an equal footing with all others; that if a Utah firm had put in a bid, or if some one had specified the use of Utah material he would have received just the same treatment as the other bidders—he would not have been discriminated against and he would have received no favors.

VENEZUELA ON THE EVE OF REVOLUTION

(Continued from page 1.)

the world. No request for a warship to be sent to the trouble has been made.

BATTLES ARE IMMINENT.

President Castro's Army Does Not Exceed 3,000 Soldiers.

San Juan de Porto Rico, Aug. 3.—Mail advices received here from Venezuela and Colombia says the censored cablegrams which the Venezuelan government allows press correspondents to forward from Caracas are inaccurate. President Castro's army, it is added, does not exceed 3,000 soldiers. General Uribe-Uribe is reported to be a month's march from Bogota, the capital of Colombia, with less than 3,000 men.

Battles are said to be imminent. The Venezuelan revolutionists are at San Cristobal and the Colombian revolutionists were at Cucuta when the mail advices were forwarded.

Name a Commander in Chief.

Colon, Colombia, Aug. 2.—A decree dated Bogota, July 8, appointed General Carlos Alban commander in chief of the sea and land forces of Colombia in the provinces of Magdalena, Panama and Bolivia, in recognition of his patriotic zeal in the defense of the republic's institution.

Rebels Are Defeated.

Caracas, Venezuela, Aug. 2.—The Venezuelan government reports that the revolutionists have been defeated near San Cristobal.

OGASHARA CONVICTED.

Japanese Found Guilty of Smuggling Women Into Country.

Seattle, Wash., Aug. 2.—Trakachi Ogashara, a Japanese, was today found guilty in the United States district court of importing two of his countrywomen into this country for immoral purposes. Ogashara had lured the women from their homes in Japan, brought them to Victoria and thence to Seattle, and from here had taken them to Salt Lake City, where he had sold them to a life of shame. Collector of Customs Heustis had learned of the affair and had notified Immigration Inspector Fisher, who followed Ogashara to Salt Lake. There the man was arrested and bound over for trial at this place.

SALT REFINERY TO BE ERECTED

Fine Plant for Thomas Weir's Salt Works.

FIFTY TONS PER DAY

PUMPING AT NEW WORKS STARTED YESTERDAY.

The new salt factory to the west of the city became a certainty yesterday when Thomas Weir, the wealthy mine owner, gave J. W. Heywood, the manager of his salt property, authority to erect the necessary buildings and purchase the best machinery to be had for the refining of salt; and not a day will be lost in getting the plant ready for business.

As to the cost of the plant, Mr. Heywood said last night that he could duplicate any plant in the state for less than $15,000; but that for the new plant the very best machinery and material of every kind would be purchased and that not less than $25,000 would be expended. No limit, he said, was placed by Mr. Weir on the cost of the plant; the order was to secure the best of everything. Mr. Heywood stated that it would have a capacity for refining 125 tons of salt every twenty-four hours, but that perhaps fifty tons would be about the daily capacity.

Another item of interest in connection with this enterprise is that the pumping of water for the manufacture of crude salt was started yesterday with a pump that has a capacity of 10,000 gallons of water per minute. Mr. Weir has 100 acres of splendid land for the manufacture of salt, and it is the intention to run in water into the tanks on this land till the salt is from five to six inches deep. This will produce from 35,000 to 40,000 tons of crude salt, and Mr. Weir expects to have this amount of crude salt this fall. It is expected to be ready for either refinement or sale in about seventy-five days.

HOTEL ARRIVALS.

The Kenyon.—J. E. Bennett, Cheyenne; J. A. McKnight, South Calliire, Ala.; H. L. Hollister, Boston; A. La Res, O. O. McReynolds, Denver; G. G. Verbryck, Cambria, Wyo.; W. H. Krumling, Chicago; F. F. Turner, Omaha; W. C. Wergs, Kansas City; J. M. Moorhead, St. Louis; L. B. Spinney, Colorado Springs; Edythe Worthington, Oakley, Ida.; C. E. Christensen, San Francisco; Dr. H. L. Wheeler, New York; Merman Schmidt and wife, Landville, Ills.; J. G. Stahl, Chicago; Frank W. Titus, John I. Walker, San Francisco; E. B. Dana, New York; F. A. Hunt, Boston; Charles L. Blanton, Ibex; L. O. Leonard, Missouri Pacific; W. J. Schomberger, Cleveland; F. C. Sharp, Washington, D. C.; L. T. Hubbell, Duluth; E. E. Harvey, Chicago; W. E. Bassett, Provo; Mrs. H. G. White, Denver; Mrs. Joseph Higglus, London, England; Mrs. E. G. Zick, Butte; Mr. and Mrs. P. N. Nunn, W. E. Jennens, Telluride, Colo.; W. J. Cope, A. Meyers, Missouri; J. W. Douglas, Denver; T. S. Thollton and wife, Chicago; R. W. Miller, Corry, Pa.; James Nelson, Evanston, Colo.; W. A. Demmeler, Pittsburg; Edgar P. Scofield, Tuscarora, Tex.; William Ham, St. Paul, Minn.

White House.—R. Hilton, E. S. Crane, Ogden; O. T. Clough, Salmon City, Ida.; E. W. Webster and wife, Butte; Joseph Lerwill and wife, Miss Lerwill, Master Lerwill, Bingham; J. W. Alter, N. R. Hines, C. E. Craven, Denver; Dr. K. I. Graves, Miss M. L. Graves, Chicago; W. S. Griswald, Nevada; L. C. Jeffery, Bingham; W. H. Hood, Silver Lake; J. England, Tooele; A. T. Shields, F. Hoogland, Tooele; Alma Eldredge and wife, Coalville; Frank Young and wife, Nevada; George W. Edgington, U. S. G. A.; S. R. Stover, Little Rock; J. W. Jensen, J. P. Hedelson, Brigham City; Ray Jones and wife, Provo; Ed Lewis, George F. Smith, Sunshine; Frank De La Mare, L. D. Wells, T. Wales, Bingham.

Knutsford.—J. S. Forrest, New York; Mr. and Mrs. Alonzo H. Stewart, Washington; O. P. Barnes, Chicago; D. Wilson, Ontario, Ore.; E. B. Johnson, New York; Miss E. Grace Sumney, Mrs. M. F. Sumney, Chicago; C. H. Frost and wife, Denver; Thomas C. Hennings, St. Louis; Joseph R. Tindall, Philadelphia; Mr. and Mrs. A. L. Loving, St. Joseph, Mo.; M. T. Caldwell, Chicago; Charles M. Martin, San Francisco; H. A. Francis, M. H. F. Wood, M. F. Wood, Cambridge, Mass.; F. Milton Johnson, Boston; M. J. True, Buffalo; Robert F. Harrison, Denver; E. P. Maxey, Philadelphia; T. F. Singeser, Idaho; E. A. Haverstic, St. Paul; C. H. Van Storch and wife, Scranton, Pa.; William R. Bradshaw, St. Louis; Thomas Cascaden, jr., Waterloo, Ia.; G. S. Parker, St. Louis.

Cullen.—Mrs. J. B. Langdon, Rawlins, Wyo.; C. W. Branch, E. B. Branch, Norfolk, Neb.; J. H. Graybill, Nampa, Ida.; E. S. Arnold, R. W. Chase, J. W. Work, R. E. La Febre, W. B. Colwell, J. B. Laird, George Bradshaw, Thomas Bradshaw, J. H. Hampson, Lyle Burkman, Oregon Short Line railroad; Miss A. Thompson, De Lamar, Nev.; W. M. White, Milford; Otto Hudson, American Fork; Joseph Hatch, Heber; J. S. Hall and daughter, Morristown, Tenn.; Ed T. Hatfield, Chicago; G. W. Collier, New York; L. M. Hickey, Denver; C. H. Gerber, Omaha; Ed Stromness, Park City; George B. Haverstic, southern Utah; H. I. Duncan, Sunshine; W. A. Stratton, Detroit; Fanny Burling, Mt. Pleasant; E. C. Cleaver, Park City; A. S. Manning, Cincinnati; F. J. Mengel, Sunbury, Pa.; H. Martin, Park City.

The Walker.—W. B. Baker, St. George; A. Anderson, Cedar Fort; H. M. Grimes, North Platte, Neb.; A. J. Rittenhouse, Chandler, Kan.; E. Eisenhamer, New York; E. M. Johnson, Provo; C. D. Thompson, Appleton; William Morrison and wife, Pittsburg, Tenn.; E. Smith, Ogden; A. H. Taylor, Ogden; S. Ryan, St. Louis; Alex Thompson, St. Louis; Thomas Benson, P. R. Peterson, Mercur; H. A. Johnson, Cleveland; Ed Wheatley, Grannell; A. A. Williams, Grannell; John Keller, San Francisco; James McCurdy, San Francisco; A. W. Harburg and daughter, San Antonio, Tex.; J. S. Calker, Chicago; Maurice Barry, Buffalo; J. C. Barton, Mt. Pleasant.

BUSINESS NOTES.

Mrs. Judge has purchased from Daniel Eyer a lot on Brigham street adjoining her residence. The lot has a frontage of eighty feet and the consideration is $7,000.

The Metropolitan Life Insurance company of New York filed its annual statement for 1900 with Secretary of State Hammond yesterday preparatory to beginning business in this state. Almon Roberson is given as the local attorney of the company. The annual statement shows that $133,000,000 worth of business was done last year and that there was $923,000,000 worth of risks in force.

Real Estate Transactions.

Edward T. Ashton to Henry E. Williams, lot 29, block 2, Franklin Subdivision	$ 250
George Hilton to Edward B. Wicks, 16x3 rods southwest from 7 rods west of northeast corner of lot 5, block 2, plat B	450
Hannah G. Moffatt to Isabella O. McKendrick, 11.55 rods by 61¼ feet southeast from 1½ rods south and 339 feet east of northwest corner of lot 15, block 1, five acre plat A	325
Addison Cain, trustee, to Annie E. Mortrow, 80x50 feet northeast from 5 rods west of southeast corner of lot 1, block 59, plat B, etc	2,000
Oscar G. Hemenway to Mamie S. Wright, lot 2, block 2, Hampton Subdivision	35

LYNCHING

PERSONAL MENTION.

A. W. Green of Payson is a guest at the Walker.

George Smith of Ogden was at the Kenyon yesterday.

O. T. Clough of Salmon City, Ida., is registered at the White House.

Alma Eldredge of Coalville and Mrs. Eldredge are at the White House.

J. England came in from Tooele yesterday, registering at the White House.

Phil and George Pugsley will leave this morning on a two weeks' fishing trip to Provo canyon.

PICKED UP AT SEA IN A SMALL BOAT

Sailors Leave Broken Down Ship For Shore.

BOUND FROM MANILA

TRANSPORT NOW DRIFTING IN OCEAN WITH PASSENGERS.

San Francisco, Aug. 2.—The seven men from the disabled transport Lennox, bound from Manila to this port, who were picked up in a small boat off Piedras Blancas lighthouse and brought to this city by the steamer George Loomis, tell a story of a broken shaft, dearth of provisions and the drifting of the helpless ship in the current that sets down the coast. The men are Third Mate J. Spratt, J. Lee, Frank West, P. T. Flaherty and James P. Scanlon, ex-sailors and men-of-warsmen; David Rankin of New Jersey, a government clerk returning from Manila, and F. L. Rose, a reporter, formerly connected with the Manila Freedom.

They constituted a volunteer crew that put off from the transport in search of assistance. On the Lennox are seventeen cabin and forty-five second-class passengers, nearly all of whom are discharged sailors and soldirs, and the English officers and a Chinese crew of about thirty men. There are no women on board. Third Mate Spratt and his companions tell the same story. One of them said:

"The Lennox left Manila on June 27 and Nagasaki on July 5. Suddenly on the evening of July 25 the shaft broke within three feet of the propeller, making a great noise, but the quick shutting off of the engines prevented any damage to the vessel. There was a calm at the time and things looked bad. The members of the Chinese crew were helpless, but we old sailors fixed up a jury rig, but under it the vessel made little or no progress.

"For nearly a week we looked in vain for assistance, meanwhile drifting to the southward and in toward the coast. What made it really serious was the shortage of provisions. Captain Williamson asked the Chinese crew to man a small boat and attempt to reach the coast. The Chinese refused, and the chief officer came to us sailors and asked for a volunteer crew.

"Twenty minutes later we were off in a boat, and were given a good send-off. We took two kegs of water, two tins of corned beef and a box of hard tack. The boat was rigged with a sail, but there was no wind, and until we were picked up by the Loomis, twelve hours later, we were at the oars and had come within sight of Piedras Blancas light."

It is expected that the government tug Slocum, which was at once sent in search of the Lennox, will find the transport some time today close to Santa Barbara channel. She was 180 miles south of this city and forty miles at sea when the small boat left her.

Will Honor Von Waldersee.

Berlin, Aug. 2.—The senate of Bremen has voted to confer the freedom of the city upon Count von Waldersee on his return from China.

H. S. YOUNG, Cashier.
L. S. HILLS, President.
MOSES THATCHER, Vice President.

U. S. DEPOSITORY.

DESERET NATIONAL BANK,

SALT LAKE CITY, UTAH.

CAPITAL $500,000
SURPLUS $250,000

Safety Deposit Boxes for Rent

NATIONAL BANK OF THE REPUBLIC,

U. S. DEPOSITORY.

Frank Knox .....President
George A. Lowe .....Vice President
W. F. Adams .....Cashier

CAPITAL PAID IN,.....$300,000

Banking in all its branches transacted. Exchange drawn on the principal cities of Europe. Interest paid on time deposits.

WELLS, FARGO & CO'S. BANK.

SALT LAKE CITY, UTAH.

(ESTABLISHED 1852.)

Transacts a General Banking Business

J. E. DOOLY, Cashier.

THE DESERET SAVINGS BANK.

DIRECTORS:

W. W. Riter, President.
Moses Thatcher, Vice President.
Elias A. Smith, Cashier.
James Sharp, John R. Barnes, John C. Cutler, David Eccles, A. W. Carlson, George Romney, John R. Winder, D. H. Peery, E. R. Eldredge, W. F. James.
Four per cent interest paid on savings deposits.

Walker Brothers, Bankers.

SALT LAKE CITY, - - UTAH.

(Established 1859.)

A General Banking Business Transacted.

Safety Deposit Boxes for Rent.

McCornick & Co., BANKERS.

SALT LAKE CITY.

(Established 1873.)

Transact a General Banking Business.

T. R. JONES & Co BANKERS.

SALT LAKE CITY, UTAH.

COMMERCIAL NATIONAL BANK.

Capital Paid in, $200,000.

General Banking In All Its Branches.
Directors—Dr. Theodore Meyer, John J. Daly, O. J. Salisbury, Moylan C. Fox, Thomas Marshall, W. P. Noble, George M. Downey, John Dennellan, A. F. Holden.

Gives Instant Vigor.

Weak Men Can Have It Free By Sending Name and Address---Imparts Strength and Vigor for Life.

You Will Be Delighted the First Day.

"Feels so Good to Be My Old Self Again!"

How any man may quickly cure himself after years of suffering from sexual weakness, lost vitality, night losses, varicocele, etc., and enlarge small, weak organs to full size and vigor. Simply send your name and address to Dr. L. W. Knapp, 1610 Hull building, Detroit, Mich., and he will gladly send the free receipt with full directions so any man may easily cure himself at home.

If you are not troubled with sexual weakness don't write. But if you are weak, have shrunken organs or night losses write at once as the remedy will give instant relief. You will feel stronger and vigorous from the very start. This is certainly a most generous offer and the following, taken from Dr. Knapp's daily mail, shows what men think of his generosity:

"Dear Dr. Knapp—The results could not have been better. I noticed a warm feeling, as of returning life, an exquisite experience of renewed power, the first day I used your treatment, and I cannot withhold an expression of gratitude to you for having thus led me to the way of restoration, strength and vigor. Everything looks brighter; life offers more than I ever supposed it would, and nothing can be of more service to a weakened man than your priceless receipt."

GARDNER DAILY STORE NEWS.

Some new things have come in for today. Boys' day.

Mother's Friend Waists.

And we want to say right at the start that they're the nobbiest and handsomest lot of patterns these people ever turned out.

All styles, collars, starched and soft attached, separate collars to match and for white collars, 50c, 75c and $1.00.

Then there's a line of dark blues at 25c The best we ever saw for the money.

Another new thing, the pony stockings for boys and girls, the greatest 25 cent values on earth; then, too, you get a chance to win a fine Shetland pony.

Then there are suits galore for all ages, 3 to 19 years, and suits that will pay you to buy and put away till wanting time, with prices cut like this:

$2.00 suits to $1.85, $3.00 suits to $2.50; $3.50 suits to $2.50; $4.00 suits to $3.00; $5.00 suits to $3.75; $6.00 suits to $4.50; $7.50 suits to $5.75.

Some of those knee pants bargains left.

ONE PRICE. J. P. Gardner. 136-138 MAIN ST

The Summer Sale of Refrigerators, Freezers, Oil and Gasoline Stoves; Garden Hose, Lawn Mowers and Enameled Ware is still on.

SCOTT-STREVELL HARDWARE CO.

A Travel Point Pan-American Exposition

THE Pan-American, to be held at Buffalo, N. Y., May 1 to Nov. 1, will be one of the greatest and most beautiful expositions the world has known. To enjoy its beauties will be worth any effort. The question of traveling to and from Buffalo is one to be carefully considered. You will desire to travel by the route affording the most comfort and interest. The return trip, too, must be considered, as after you have done the Exposition, Buffalo, Niagara Falls and vicinity, you'll be tired and wish to reach home quickly.

The Lake Shore and Michigan Southern Railway

as the leading line to Buffalo by reason of the frequency of its trains and the certainty and punctuality of their movement will best meet this requirement. It is the only double track line, and the completeness of its service—eight through trains daily among them the only daylight train, places it at the forefront among Eastern roads. The country traversed is the fairest and richest of the Middle States—the most interesting on the way to Buffalo.

All tickets over this route afford use of steamers either way between Cleveland and Buffalo, also stop at Chautauqua on return trip within limit of ticket. Our "Book of Trains" contains full information. Sent free on request. Look it through carefully.

F. M. BYRON, G. W. A., Chicago.