

son's proclamation, and taunting the Americans with whom he came in contact that the Union Jack would soon be flying over their Columbia fort. To further complicate the matter, we find him passing his information along that the British armed ship, Isaac Todd, with a force of marines, was bound for Astoria to destroy the Americans.

Then we find M'Dougal, second in command, and actually commanding during the absence of Mr. Hunt to the north, on a visit to the Alaskan Russians, turning traitor to the cause, reverting to his old British loyalty, and apparently entering into a secret compact with M'Tavish to deliver the fort at the first favorable opportunity, without a fight.

That M'Tavish had pretty certain assurances would appear from the fact that on Oct. 7, 1813, he landed 60 men directly under the guns of Astoria, with these guns manned by young Americans, anxious to fire, and fretting for the command of M'Dougal, their superior officer, which never came. By actually forbidding the least resistance, M'Dougal delivered the Americans, and let the stars and stripes be lowered where once raised, that the English Union Jack might fly over a section of country Americans had once won.

How John Jacob Astor viewed the surrender is told by Washington Irving, who pictures it as the keenest blow of Astor's life, and by himself in a letter sent to Hunt urging him to hold out and fight, as the thought of surrendering was like a "dagger under his rib."

One strange chapter of that proceeding was the heroic effort of Mr. Hunt in trying to save his station from the British, and the refusal of an American Naval officer, Commodore Porter, to help in this matter, even by loaning him one of his stout London whalers, many of which he had in tow as prizes, to bring away the American goods and arms, except at the grossly exorbitant fee of \$25,000.

About all the Americans who were surrendered by their commander got out of their Astoria adventure was a safe passage east "through the territory of the Northwest Trading Co." Luckily better American spirit than Commodore Porter or M'Dougal possessed asserted itself in Lake Erie, and in the eastern states, and Columbia was reclaimed by the treaty, closing the war which returned all territory "to its previous status."

In the meanwhile, however, the British Sloop "Raccoon" on November 30, 1813, dropped anchor off Astoria, landed John M'Donald, who had come as a partner in the North West company, to gather in the loot of the Americans, and its commander, Capt. Black broke a bottle of wine within the enclosure while he officially declared that he "took possession of the establishment and the country in the name of his Britannic majesty."

Thus the era of a peace restored found the British on the ground, and a treaty by which the country belonged to America. To enforce the British possession Peter Skeen Ogden headed a party from the Columbian down into the Great Basin, where he discovered and named the Humboldt river, Mary's river, in honor of an Indian girl, whom one of his party had taken as his wife. Afterwards it was given his name, and then still later North Ogden canyon became a rendezvous for his trappers in the winter, and the country which now bears his name came under the eyes of his trappers.

Ashley and Henry and Bridger came out of the east in 1824, and after discovering Great Salt Lake by trailing the Bear River to its mouth, Ashley returned to St. Louis to organize the Rocky Mountain Fur company, and to establish his Utah Lake fort, with its following of 120 men, its six pounder cannon, and its great influence as a center of exploring.

How Jedediah Smith, one of his trappers, set out in 1826 from Utah lake, and was the real path-

(Continued on page 9.)

MOTOR MOTIONS.

A week from today the cars will be scooting up Brigham street, through Federal Heights and across the tape at the reservation line, in the second big annual hill climbing contest to be held in Salt Lake.

The date has been set for August 8th, following the announcement by Mr. Wrench, president of the Federal Heights Company, that the continuation of Brigham street will be open by that date. Brigham street running through the Heights takes the course of the old macadam road which formerly came down from the Post. From a point on Brigham street where the macadam ends and the Federal Heights road commences the latter is of petrolithic paving, a preparation composed of 50 per cent asphaltum and a mixture of tar, sand and crude oil, the combination being tamped by a patented machine that gives it a splendid surface. The road is dustless and noiseless and it will be very difficult for the cars to skid upon it. Altogether it is pronounced one of the fastest courses in the country, particularly for a hill climbing contest.

The program is to be varied slightly this year from last year's meet, inasmuch as two cars

will race at a time, starting from Seventh East on Brigham. There is little question but what all the drivers who drove in last year's contest can make better time next Saturday over the new course. The meet promises to be a hummer from every standpoint, as an immense crowd turned out a year ago for the contest. There are plenty of fast cars in town to make the event interesting in itself, and on top of this some of the best cars from surrounding points have been entered and will be sent here during the coming week. There is every indication that the meet will be one of the biggest in the country, of its kind. As an illustration of what can be done by some of the local machines, Art Vail of the Botterill garage drove a Stevens-Duryea with four people to Brighton in an hour and fifty-three minutes Thursday morning, starting from Walker's store.

Bert Fuller will be in the game this year with two cars instead of one. He will drive the Packard in which he broke the record last year and carried off the trophy of the meet, and in addition he will have his big six-cylinder Pierce in which he made a Provo record a few weeks ago. Two big White Steamers are in town and the local boys will have all they want to do to beat

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