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PAGES—LAST EDITION

SATURDAY SEPTEMBER 29 1906 SALT LAKE CITY UTAH

FIFTY-SIXTH YEAR

American Provisional Government Set Up In Cuba



PANORAMIC VIEW OF ELY, NEVADA. THE WONDERFUL NEW CAMP WHICH SALT LAKE AND OGDEN BUSINESS MEN WILL HELP DEVELOP AND WITH WHICH THEY HAVE ESTABLISHED TRADE RELATIONS.

TAFT ISSUES PROCLAMATION

To Cuban People Formally Declaring Himself Provisional Governor of the Island.

His Terms Very Moderate.

New Government Will be Maintained Only Long Enough to Restore Order.

Cuban Flag Continues to Fly

All Executive Departments and Governmental Will be Administered as Under the Republic.

Havana, Sept. 28.—An American provisional government assumed possession of Cuba today, when War Secy. Taft proclaimed himself provisional governor of the island, was formally issued. The proclamation was published in the official Gazette, and thousands of printed copies of the document were distributed in Havana and elsewhere.

The terms of the proclamation caused general satisfaction, especially on account of the moderate terms in which it is phrased, its statement that the provisional government of Cuba is undertaken on account of the necessities of the situation and its promise that the provisional government will be maintained purely for the purpose of restoring peace, order and public confidence, and that no permanent government will be established. No one appears inclined to doubt the good intentions of President Roosevelt and his representatives, and there is no apprehension of any serious trouble or resistance to the provisional government in any part of Cuba.

Gov. Taft has not yet taken possession of the palace, this is only because ex-President Palma will not be ready to vacate the official residence until Monday, and Mr. Taft desires to do whatever he can to suit the ex-president's convenience.

No disturbance of any kind occurred last night. The business interests here are gratified at the change of government. A striking feature of the provisional government is the fact that the Cuban flag has not been lowered. This constitutes a precedent in provisional governments and protectorates.

THE PROCLAMATION.

Gov. Taft's proclamation was as follows:

"The future of Cuba: The future of Cuba to act on the provisional resignation of the president of the republic of Cuba or to elect a permanent government, leaving the country without a government at a time when great distress prevails and requires that the necessary steps be taken in the name of the United States to restore order and protect life and property in the island of Cuba and the islands and reefs adjacent thereto and for this purpose to establish therein a provisional government. The provisional government hereby established will be maintained only long enough to restore order, peace and public confidence by disarming the rebels and in the name of the president of the United States and then to hold such elections as may be necessary to determine on those persons upon whom the permanent government of the republic should be devolved. In so far as is consistent with the nature of a provisional government established under the authority of the United States this will be a Cuban government, conforming with the constitution of Cuba. The Cuban flag will be hoisted as usual over the government buildings of the island; all the executive departments and provincial and municipal governments, including that of the city of Havana, will continue to be administered as under the Cuban republic; the courts will continue to administer justice, and all the laws not in their nature inapplicable by reason of the temporary and emergent character of the government will be in force.

President Roosevelt has been most anxious to bring about peace under the constitutional government of Cuba, and he made every endeavor to avoid the present step. Longer delay, however, would be dangerous in view of the resignation of the cabinet.

Until further notice the heads of all the departments of the central government will report to me for instructions including Gen. Alejandro Rodriguez, in command of the rural guards and other regular government forces, and Gen. Carlos Roloff, treasurer of Cuba.

Until further notice the civil governors and alcaldes will also report to me for instructions.

I ask all citizens and residents of Cuba to assist me in the work of restoring order, tranquility and public confidence.

(Signed) WILLIAM H. TAFT, Secretary of War of the United States, Provisional Governor of Cuba.

Gov. Taft proceeded to the palace at noon to take over the government of Cuba. The act was not accompanied by any formal ceremony.

Gen. Funston will command all the troops in Cuba but if they exceeded the dimensions of a brigade, an officer of higher rank will be sent from the United States. It is practically certain however, that no such contingency will arise as it is apparent that the maintenance of the provisional government will not require a large number of troops.

Consul General Steinhart received orders early today to telegraph to all commanders throughout the island and informing them of Gov. Taft's proclamation and the establishment of the provisional government.

Gen. Jos. Miguel Gomez and other conspiracy prisoners will be released from custody today in order that as members of a committee representing the insurgents they may sign an agreement with Gov. Taft that the rebels will lay down their arms immediately.

A commission, headed by Gen. Funston, will be appointed today to supervise the actual laying down of arms on the part of the rebels. This commission will visit all the rebel camps throughout the island and will be composed of Americans only in order to avoid creating any bad feeling or complications. The commission also will disarm the volunteer forces of the government, leaving the Cuban forces as they existed prior to the rebellion. The commission will be accompanied by a disbursing officer who will pay the expenses of the return home of the rebels and thus avoid any dissatisfaction. The only disquieting report received at the American legation today was a dispatch from Manzanilla, province of Santiago, saying that the Moderates there threaten to take to the woods.

Capt. Schroeder of the battleship Virginia, Gen. Funston and a naval surgeon visited Camp Columbia this morning to arrange for its sanitation. No more marines will be landed here until tomorrow.

The governor has written to Mr. Bell, ex-President Palma's secretary, requesting him, in view of his valuable services, to continue in office.

ish edition of the Havana Post, who was arrested Sept. 26 on account of the publication of an editorial article criticizing the Palma government and who had since been held incommunicado, was released today, the court finding that there was no foundation for the charge brought against him.

TAFT ASKS FOR TROOPS.

Washington, Sept. 28.—Secy. Taft has cabled from Havana to acting Secy. Olver at the war department to send the American troops to Cuba in accordance with the program already arranged. Secy. Olver is trying to communicate this dispatch to president Roosevelt on Barnstable, Mass., on the Mayflower or the Missouri of the Atlantic fleet by wireless telegraphy, in order to secure the necessary presidential authorization of the movement.

While waiting to hear from the president at Barnstable, Acting Secy. of War Olver has issued orders for the expedition of 5,000 soldiers to prepare to sail from Newport News as soon as possible. This is subject to approval by the president, but it is believed at the war department that as the president and Secy. Taft had probably a thorough understanding what should be done in the present emergency before Secy. Taft sent his message this morning calling for the troops, there will be no delay in securing the necessary formality of the president's approval. Therefore the entire program is being put in execution. Quartermaster General Humphrey has been ordered to immediately contract for the necessary transports to convey the troops to Cuba and the traffic managers of the railroads centering at Newport News have been instructed to prepare to entrain immediately the troops to the various army posts which have been selected by the general staff for Cuban service.

TROOPS TO GO.

The first expedition of 5,000 troops ordered to sail from Newport News as soon as possible, probably will leave in about six or seven days. Full plans for the expedition were made three weeks ago by the war department which will provide for the sending of only two battalions from each regiment to be drawn upon, leaving a skeleton battalion of each of the regiments in this country.

The organization ordered to participate in the expedition are as follows: Infantry, Fifth regiment, Plattsburg barracks; Eleventh infantry, Fort D. A. Russell, Wyoming; Seventh infantry, Fort McPherson, Ga.; Twenty-seventh infantry, Fort Sheridan, Ill.; Twenty-eighth infantry, Fort Snelling, Minnesota.

Cavalry—Eleventh cavalry, Fort Des Moines, Ia.; Fifteenth cavalry, Fort Ethan Allen, Vermont.

Seventeenth and Eighteenth mountain batteries now at Vancouver, Wash., and two companies of engineers from Washington Barracks, will also participate.

The U. S. transport Sumner, now at New York, and nine commercial steamers probably will be utilized in sending the first expedition to Cuba from Newport News. The Sumner can carry 765 men.

The names of the steamers and their capacities follow:

Monterey, 451; City of Washington, 202; Seneca, 525; Niagara, 496; Panama, 1,600; Admiral Sampson, Admiral Schley, Admiral Dewar and Admiral Farragut, 350 each.

A DARING BURGLARY.

Oakland, Sept. 28.—One of the most daring robberies in the history of the city was committed at 10:30 o'clock last night, when a lone burglar made his way into the residence at 1372 Harrison street and forced C. E. Hatch and his son C. R. Hatch, a law student, to turn over their valuables. He then compelled the men to remain in a room while he ransacked the house. So in dread of the threats of the burglar, it is said, the two men waited for fully a half hour after his departure before reporting the matter to the police.

JOYOUS DRIVING OF LAST SPIKE

Thousands Indulge in Celebration Of Completion of the Nevada Northern.

IS A GREAT DAY FOR ELY.

Many Salt Lake Business Men Witness and Join in Festivities Of Wonderful Camp.

Something of the History of the Marvellous District Which Promises To Astonish the World.

(Special to the "News.") Ely, Nevada, Sept. 28.—Beginning with today it can be said truthfully that Ely is on the map. Sept. 29, 1906, will go down in history as a memorable occasion for this White Pine country town which bids fair to become the big mining metropolis of this wonderful mining state. That it is destined to become one of the greatest copper camps of the world, is a foregone conclusion and no one who has taken the time to look into the merits of the case will dispute the right of Ely's patriotic citizens to claim this honor; when they are backed up by a score of mining engineers and financiers of national reputation.

DAY OF REJOICING.

This is "railroad day" in Ely and the camp is dressed in its "glad rags"; flags are unfurled on many housetops; the streets are decorated with a profusion of bunting; bands are playing and held in the highest esteem by the citizens taking part in the celebration which commemorates the driving of the last spike of the Nevada Northern railroad, the final act necessary to bring Ely into close touch with civilization. This is especially a joyous occasion for the pioneers of this historic mining district who have lived to see the iron horse arrive. The day has been given up to general rejoicing, yet many of the old timers' feel a tinge of sadness come over them when they reflect that "Boss" Weber, popular and held in the highest esteem by his fellow townsmen for the good he had done to promote the welfare of the camp during his lifetime, is not here to participate in the festivities.

PEOPLE FROM AFAR.

People have come from afar to participate in today's celebration and conspicuous among the visitors are those who comprised the big delegation which arrived from Utah this forenoon on the train bearing the first Pullmans ever brought into White Pine county. The business men of both Salt Lake and Ogden are well represented in the delegation and the program committee did not overlook the opportunity to give them a chance to be heard.

NEVADA OFFICIALS.

Gov. John Sparks, Nevada's chief executive, is here, and so are its representatives in the upper house of Congress—Senators Francis G. Newlands and George Nixon. Judge C. C. Goodwin, who came with the Utah crowd, is among the throng and he has met, for the first time in years, many of his old time friends whom he knew at Virginia City during the prosperous days of the Comstock lode.

HATS OFF TO MR. REQUA.

But the man of the hour is Mark L. Requa, general manager of the Nevada Northern, to whom, above everyone else, the camp of Ely, owes a debt of gratitude; for it was through his efforts that the road was first made possible and later built.

Mr. Requa was attracted to Ely a number of years ago. He was living in San Francisco then, and somehow information came to him that the Robinson mining district, in which Ely is located, contained a good deal of merit, so he went out to study conditions, with the result that he became thoroughly convinced that the camp was all right, but that to make the ores pay it would be necessary to go to enormous

expense in building a railroad, and in constructing facilities for treatment upon a very extensive scale. However, he mapped out a plan of action and began by the acquisition of the Ruth mine and later, the properties of the New York & Nevada Copper company, which brought him into possession of an area covering about 600 acres, in the heart of the great copper-bearing porphyry belt and, in 1903, organized the Nevada Consolidated Copper company, with 1,000,000 shares of the par value of \$5 each. Other properties have since been added, and during the present year, the Guggenheim, or American Smelting & Refining interests, became identified with it—and are now in control, since which time plans have gone forward for the early construction of a 5,000-ton capacity concentrating mill and smelter, to be located at Duck Creek, down in the Steptoe valley, and about 12 miles from Ely. Contracts for the material and equipment for these plants are to be let immediately, and it is expected that they will be ready to begin the reduction of ore within a year.

TODAY'S PROGRAM.

The full program of festivities for today is as follows:
Address of welcome.....
"Driving the Last Spike".....
General Manager M. L. Requa
Invitation to participate in a barbecue, prepared by everybody.
"How and Why the Nevada Northern Was Built".....
General Manager M. L. Requa
Chorus.....
"Nevada Seen From the Governor's Office".....Hon. John Sparks
"The University as a Factor in State Building".....
President J. E. Stubbs
Band.....
"Nevada As Affected by San Francisco Earthquake".....
Hon. Francis G. Newlands
"Nevada in the United States Senate".....
Hon. George Nixon
Band.....
"The Mining Industry As a National Resource".....
Hon. E. S. Farrington
"The Mining Outlook in This Commonwealth".....Hon. Oscar J. Smith
"Ogden the Gate of the Middle West and Its Relation to Ely".....
Hon. William G. Shamm
"Influences of the Law on Mining".....Hon. A. E. Cheney
"Salt Lake As the Center of Mining Industry and Its Relation to White Pine County".....
Hon. C. C. Goodwin
"Nevada, Old and New".....
Judge C. C. Goodwin
"The Pioneer Men and Women of White Pine County".....
Hon. Thomas Rockhill
Band.....
"Then and Now: Some Reminiscences of Older Days".....
Hon. Wm. M. Stewart
"The Strength of American Citizenship".....
Hon. Frank J. Cannon
"The Press and Its Mission".....
Mr. Houlder Hudgins
Chorus.....
"What's Left".....Hon. Sam P. Davis
Band.....

SALT LAKE BOOSTERS.

That was a great excursion which pulled out of the Oregon Short Line depot at 9 o'clock last night for Ely, Nevada. Nearly 300 people were aboard when the shrill voice rung out with the words, "All aboard!"

The train consisted of five standard sleepers, three tourist, a day coach, baggage car and diner. Everyone was in the jolliest mood and seemed determined to go out for a good time. Members of the Commercial club, under whose auspices the excursion was arranged, were conspicuously present and looked after the distribution of badges before the departure of the train, while Held's band, which was engaged to accompany the party to Ely, lent the air with a number of familiar selections.

It was a jolly crowd of people, and all went to the new copper camp "boosting" for Salt Lake. At Ogden, the Salt Lake boosters were joined by the contingent from the Weber county metropolis—150 strong; who went along to shout for Ogden, and the respective delegations endeavor to show the Nevadans the advantages one has over the other in the matter of trade. The Salt Lake boosters are equally enthusiastic in declaring that the Junction City is the logical commercial center. However, everyone is good natured about it, and all are boosting their best for Utah while the glad hand of fellowship is extended to the people of Ely.

AN ELEGANT TRAIN.

The train on which the Utahans traveled was one of elegance and a unique feature was the operation of completely equipped telephone exchange. People in one car could talk to those in another. Although the train was a little late in getting out of Ogden it passed Cobro, Nevada, shortly after 5 o'clock, where it was switched on to the tracks of the Nevada Northern, the completion of which is being celebrated today. Cobro is located less than 50 miles over the Utah-Nevada state line, and is where the new road leaves the main line of the southern Pacific and follows the Steptoe valley south to Ely, a distance of about 140 miles, tapping the camps of Cherry Creek and Duck Creek on the way and giving transportation facilities to other mining districts which have been isolated heretofore.

IMPORTANT FOR UTAH.
The completion of the Nevada Northern railroad is an important event for Utah for it opens to development a rich mineral region that is sure to result in the bringing of millions of dollars' worth of trade to this state. It has opened a new market for the products of the orchards and farms as well as all kinds of manufactured goods. Ely is destined to become a greater copper district than Butte and Utah people should not be slow to appreciate this.

Ely has several big mines, among them is the Glouxx Consolidated, which is being equipped with a mill and smelter. Some of the eminent mining engineers who have examined the ore deposits of the Ely district declare that it is not unreasonable to expect that the mines there will be producing as much as 40,000 tons per day within a few years.

SOME BRIEF HISTORY.

Ely was discovered in the year 1859 by Eugene Robinson while the camp of Hamilton was in the glory of its wonderful production; and for a period Mr. Robinson worked in the canyon in his search for gold bearing properties. In the year 1874, "Burkaskin" Watson made his advent into Robinson canyon and located the famous Joanna mine, about two miles west of Ely. Mr. Watson also located the Pilot Knob mines (now a part of the Glouxx Cons.) and other properties which in later years came into possession of the Nevada Consolidated. In 1891 James McOmie, W. N. McGill and H. L. Underwood located the Chairman mine, in Robinson canyon, near Lane City, which is about two miles west of Ely. Several years later this mine was worked for gold by C. D. Lane of California, who failed owing to the appearance of copper sulphides rendering treatment of ore by the cyanide process impossible. Other attempts were made to mine gold ore, but as depth was attained it invariably turned to copper.

Ely is another repetition of Bingham in this respect for the record of the Highland Boy mine has been repeated by the Chairman and other properties at Ely.

REQUA'S FINE SPEECH.

General Manager Tells How and Why Nevada Northern Ry. Was Built.

General Manager Requa spoke as follows:

"The building of the Nevada Northern railway, coupled with the experience of the past 20 years in the copper mining camps of the west, has solved a problem that has been confronting the Robinson mining district ever since the first prospector drove his pick into its copper laden rocks.

"A railway into this district would have been a failure in the days when Eureka was pouring its stream of lead into the markets of the world, and Virginia City its far mightier stream of gold and silver into the channels of trade.

"Ores that today present no difficulties from a metallurgical standpoint, 20 years ago were absolutely valueless. The conditions of today have been brought about by the experience that has been gained from the operations in the great copper camps of the west during the past decade, from Butte to Bisbee and from Utah to California. Had the problem that was presented to me on my first visit to this district, been presented 10 years even five years previous, its solution would have been considered hopeless—in fact I may say that the problems surrounding the working of these very low grade ores have only been worked out satisfactorily within the last two years; and it is due to the Bingham district of Utah, more than to any other that we have today absolute data based upon actual work rather than empirical estimates.

HIGH GRADE ORES.

"The metallurgy of the high grade gold and silver ores was successfully worked out upon the Comstock, and the smelting of lead ores at Eureka, and for the metallurgy of copper, we must first of all turn to Montana, where the high grade ores of Butte permitted extensive experimenting, the results of which have revolutionized the copper industry of the world. From Montana to Arizona, through the camps of Bisbee, Clifton, Morenci and Globe, and at Granby in British Columbia and at Bingham, all with their varying problems, both of local environment and

(Continued on page two.)

BAD WRECK ON THE PENNSYLVANIA

Seven Persons Killed in Rear-End Collision Between Passenger Trains.

NUMBER OF INJURED MAY DIE

Railroad Official's Absolutely Refuse to Furnish Any Information as to Cause of Accident.

Philadelphia, Sept. 29.—Seven persons were killed, several more may die and 25 or more were injured in a rear-end collision of passenger trains on the New York division of the Pennsylvania railroad at Eddington, Pa., 19 miles north of this city, shortly after 9 o'clock today.

Following its customary policy of silence, the Pennsylvania railroad declines absolutely to furnish information regarding the cause of the wreck or the number of killed or injured. It is said by passengers, however, that the Long Branch express, bound for Philadelphia, had stopped to cool a hot journal. While the train crew were at work on the journal, the express train which left New York at 7:30 a. m., thundered around a curve and crashed into the Long Branch train. It is declared that the express from New York disregarded signals and thus caused the accident. Most of those killed and injured were in a Pullman car on the rear of the Long Branch train. It was cut in two as with a knife, and the impact smashed the two coaches ahead of it. Because of lack of facilities it was some time before the work of rescue began. A train was quickly made up and most of the injured were brought to this city, though some were sent to Bristol and Trenton, others were cared for in neighboring farmhouses. The dead were extracted from the mass of wreckage and stretched out alongside the track. Two hours later a northbound passenger train was stopped at the scene of the wreck and the bodies of seven dead were sent to a morgue at Bristol, Pa., seven miles from Eddington.

CLOSE OF PIKE'S PEAK CELEBRATION.

Colorado Springs, Colo., Sept. 29.—The Pike centennial celebration closed tonight after a week replete with interest and enjoyment to thousands of visitors from Colorado and neighboring states.

The weather today was fine. A garrison review by Gov. McDonald and distinguished guests at Camp Pike was held at 10 o'clock this morning, a large crowd being in attendance.

The troops, Indians and cowboys will break camp this afternoon and by their presence will add picturesque to the street carnival of fun and frolic which takes place on the downtown streets tonight and is the grand finale of the week's festivities.

Vice President Charles W. Fairbanks and Mrs. Fairbanks left for Denver this morning, where they will be the guests of Thomas F. Walsh.

STARS AND STRIPES RAISED.
Republic City, Kan., Sept. 29.—In the spot here where Lieut. Zebulon M. Pike planted an American flag 160 years ago today and saluted by three companies of artillery. It marked the closing of the Pike centennial celebration. Gov. B. W. Hoch was the orator of the day.

THE CONNECTICUT LAUNCHED.

New York, Sept. 29.—The Connecticut, the only first class battleship ever built in a yard owned by the United States government was put in commission this morning at the Brooklyn navyyard, exactly two years after she was launched. Capt. William Smith is in command. The Connecticut is the largest ship ever commissioned for the American navy. She displaces 16,000 tons.

TOOLE SENATORIAL CANDIDATE.

Helena, Mont., Sept. 29.—In an authorized interview today, Gov. J. K. Toole announces his candidacy for the United States senate to succeed W. A. Clark.