J. P. MORGAN MEETS PREST. ROOSEVELT.

Great Financier Appears at Oyster Bay on Board His Private Yacht.

HANKOW ROAD CONCESSION.

Interview Was for the Purpose of Discussing Chinese Railroad and American Holdings.

Oyster Bay, Aug. 7.—J. Pierpont Morgan of New York had a conference today with President Roosevelt lasting an hour and a half. The president himself is authority for the statement that it related practically entirely to the case of the Hankow railroad in China, a controlling interest in which is owned by J. P. Morgan & Co. Incidentally, and as relating in a measure to the railroad interests held by Americans in China, the pending peace negotiations formed a topic of conversation by the president and Mr. Morgan.

CAME UNANNOUNCED.

Mr. Morgan came to Oyster Bay unheralded. While his visit was by appointment, nothing concerning it was permitted to leak through official sources until after he had gone.

Shortly after noon Mr. Morgan's big steam yacht Corsair anchored in the lower bay, about three-quarters of a mile from the Corinthian Yacht club on Center Island. When observed from the shore she was flying the absent flag, indicating ordinarily that her owner was not aboard. Nevertheless, he was there, and in a few minutes entered a steam launch and was taken ashore.

IN PRESIDENT'S CARRIAGE.

One of the president's carriages was in waiting for him. He was driven directly to Sagamore Hill, arriving there about 1 o'clock. He remained for luncheon with the president and Mrs. Roosevelt, and for some time afterward.

The suggestion was made that Mr. Morgan's visit and that of Secy. Shaw, a little earlier, might be more than a coincidence, but it can be said authoritatively that they had no relation whatever with each other. Secy. Shaw and Mr. Morgan did not meet, and the purpose of their visits were entirely different.

DISCUSSED CONCESSION.

The president and Mr. Morgan discussed fully the Hankow railroad concession. This was not the first time the subject had been considered by the president. Several months ago the question was taken up by the president and his cabinet and considered thoroughly. An effort is being made by the Chinese government to purchase the concession from the Anglo-Chinese Development company, which owns the concession.

OWNED BY AMERICANS.

The railroad is now in operation between Hankow and Canton, a distance of only about 30 miles, but the company, which is absolutely controlled by American capitalists, owns concessions and has made surveys for several hundred miles of railroad lines.

A proposition has been made by the Chinese government to the American-China Development company to purchase the Hankow railroad and the extensive concessions. It is understood that the price offered is about $7,000,000. Some of the American holders of the stock are inclined to accept the proposal, but the European holders, who have a minority of the stock, insist, as they claim in the interest of various foreign countries, that the road and its concessions be not sold, but that they remain in control of the Americans.

ADVANTAGE TO CIVILIZATION.

In behalf of the latter it is argued that a railroad in the heart of China, operated by responsible and aggressive American business men in connection with the American steamship lines, would be of enormous advantage not only to the American producers of all kinds, but to those of the civilized world generally. It is said that King Leopold of Belgium, who owns some of the stock, takes this view of the situation and is vigorously opposed to yielding to the proposition of the Chinese Government.

A meeting of the board of directors of the American-China Development company is to be held in Jersey City on the 29th, and it is expected that at that time a determination will be reached as to the acceptance of China's offer.

NO DETAILS GIVEN OUT.

No details of the conclusion reached at the conference between the president and Mr. Morgan are obtainable.

No information was obtainable, either, as to whether they considered the peace negotiations in relation to the flotation of a Russion loan in this country in case the envoys should reach an agreement which should render it necessary for Russia to raise a considerable sum of money.

Mr. Morgan, at the conclusion of the conference, went imediately to the Corsair, which sailed about 4 o'clock.

RAW BLEEDING ECZEMA ON HANDS

Suffered for Six Long Months—Consulted Physician after Physician to no Avail—Cured in Week by Cuticura Soap and Ointment.

CUTICURA IS THE ONE AND ONLY CURE

"In thankfulness and great appreciation of your wonderful Cuticura Remedy I wish to inform all those who are troubled with a disease such as I had that Cuticura Ointment is the one and only cure for bleeding, raw eczema. For six long months I suffered and consulted physician after physician to no avail. The sores were on both hands, and nothing seemed to help them. Finally I tried Cuticura Soap and Cuticura Ointment, and in just one week I was entirely well. Allowing this to be published so that others may benefit from my experience, I am, yours respectfully, Burres E. Heifer, 414 N. Illinois St., Indianapolis, Ind., April 26, 1905."

"CUTICURA BEST IN WORLD For Skin and Hair."

"Cuticura Soap and Ointment cured me of a very bad skin disease from which I suffered for several years. I think Cuticura Soap and Cuticura Ointment the best in the world for the skin and hair. (signed) Sadie Bosan, 189 South Pike Street, Shelbyville, Ind., May 7, 1905."

COMPLETE TREATMENT $1

Complete External and Internal treatment for every humor, consisting of Cuticura Soap, Ointment and Pills, may now be had for one dollar. A single set is often sufficient to cure the most torturing, disfiguring, itching, burning, and scaly humors, eczemas, rashes, and irritations, from infancy to age, when all else fails.

Sold throughout the world. Cuticura Soap, 25c. Ointment, 50c., Resolvent, 50c. (in form of Chocolate Coated Pills, 25c. per vial of 60), may be had of all druggists. Potter Drug & Chem. Corp., Sole Props., Boston.

Mailed Free, "How to Cure Every Humor."

A WOMAN SLAVES

enough this weather when all goes well, but to have bad bread at the end is disappointing. There are no disappointments in

SMITH'S FLOUR.

FINES FOR CHINESE USING AMERICAN GOODS

Yokohama, Aug. 7.—The Chinese here have agreed not to deal in American goods, not to ship goods on any American steamer, especially the Pacific Mail company's steamship China, and to punish any Chinese dealing in American goods throughout; not to deal with American banks and insurance companies. Chinese convicted of contravening this agreement will be heavily fined. Henry B. Miller, the American consul general, is investigating the matter, and keeping a close watch on the situation.

PRUSSIAN PRINCE ARRESTED AS A SPY

Berlin, Aug. 7.—Prince Friedrich Henry, eldest son of Prince Albrecht of Prussia, was arrested as a spy by the guards at the East battery in Swinemuende, Pomerania, Saturday. The prince was in ordinary dress, and was photographing the environs of the fort. When apprehended he said he was Prince Frederick Henry, but the guards told him they were "not to be fooled." The prince went quietly with one of the guards to the commandant of the fort, who recognized him and ordered his release.

The sentries have been specially alert because of the arrest last week of an Austrian accused of spying.

The Austrian was photographing with a strong camera parts of the forts from a neighboring lighthouse.

RUSSIANS FORTIFYING.

Getting Ready to Repel Attacks On the Amur River.

Tokio, Aug. 7.—It is reported that the Russians are vigorously fortifying the mouth of the Amur river. A mixed division has been dispatched from Habalovsk to Nicolaitfisk to reinforce the garrisons in that vicinity. It is understood that the channels approaching the river have been mined.

Car Clerks Strike.

Helen, Mont., Aug. 7.—A special to the Record from Billings says six car clerks working for the Northern Pacific here quit today because Agent Hoyt would not reinstate Sam Foster, the call boy who was discharged for creating a disturbance around the dispatcher's office. The clerks claim their action has nothing to do with the operators' strike.

Traffic in Indian Girls.

Vancouver, B. C., Aug. 7.—A report has been made to the Provincial police by Constable Jones, who has just returned from the Indian village at Cape Mudge, stating that in that settlement there is open traffic in Indian girls. Jones found a number of well authenticated cases where half-breed and quarter-breed girls have recently been sold to white men at prices ranging from $100 to $200. A complete investigation will be made by the authorities.

Riot at Cannery.

Blaine, Wash., Aug. 7.—A riot between the Japanese and white men on the streets of Blaine this morning resulted in the serious injury of one white man and at least four Japanese. The trouble grew out of a fight between an American and Oriental at one of the canneries. The Japanese stabbed his antagonist. On being arrested and taken to prison by the marshall a crowd followed and members of the two races clashed.

PACKERS' MERGER.

California Raisin Growing Interests Are to Consolidate.

San Francisco, Aug. 8.—A deal has been consummated which will merge most of the raisin growing interests of this state into one vast corporation. The new corporation is to be known as the Central California Raisin Packing company and will combine the United properties of the Californina Raisin Growers company and the Mercantile Packing company. The latter including 11 of the most prominent packers in the state.

Trade marks and brands are to be mutual property, and there is stipulation that the utmost good will is to obtain between the parties to the new corporation.

The business of the concerns will be operated by 11 directors. The packers will be represented by five and the growers by an equal number. The extra director, who is likewise to be president of the company, is to be chosen by the 10. He is to be a man who has affiliations or interest with neither packers nor growers, and in case of a disagreement his shall be the deciding vote.

Henry J. Crocker has been chosen for this position. It is expected that the corporation will represent all the growing and packing interests of the state. The contracts for this year's crop and the succeeding crops of the next two years have already been made.

No Appeal Possible.

New York, Aug. 8.—No appeal is now possible before the Venezuelan courts against the judgment handed down by the federal court against the New York and Bermudez Asphalt company, cables the Herald's correspondent at Caracas. All the points in the original judgment of May 20 are confirmed by the present decision in addition to the annulment of the Hamilton contract, in connection with which damages for the government are awarded.

BIG DOCK BLAZE VISITS HOBOKEN.

Lackawanna Railroad Company's Terminals Wiped Out By Fire.

T O FERRY BOATS SCORCHED

For a Time it Threatened a Loss Larger Than That of the Dock Disaster.

New York, Aug. 7.—Inside of three-quarters of an hour, late tonight, fire swept away the Delaware, Lackawanna & Western Railroad company's terminal in Hoboken, seized two ferry boats and practically ruined them, and for half an hour threatened the destruction of the entire water front in the vicinity, including the Hamburg-American and North German Lloyd steamship docks, at which several big ships were lying. The property damage is estimated at between $40,000 and $50,000. So far as known, no lives were lost.

LOOKED BAD FOR A TIME.

For over an hour huge tongues of flame leaped from the wooden structure on the Lackawanna docks, lighting the New Jersey and New York water fronts. For a time it threatened a loss larger than that of the big dock fire of several years ago, when the North German Lloyd piers were destroyed with a great loss of life.

HOTEL PREY TO FLAMES.

Blazing ferryboats, cut from their docks, floated in the river, wandering fire ships, which for a time endangered shipping in the river. The fire started on an old wooden ferryboat and spread to the main building of the Lackawana and then to the Dukes house. The hotel was a frame structure and was a ready prey for the flames.

By this time the flames were spreading in all directions, utterly beyond the control of the few first fire fighters who had responded to the first alarms.

Following the hotel, the structure of the Public Service Corporation went down before the flames.

At 1 o'clock this morning the fire was under control, the big steamship piers had been saved and a rough estimate placed the damage at between $400,000 and $500,000.

STARTED IN OLD FERRY.

The flames started from an unknown cause on the old wooden ferryboat Hepatchong, which had been tied up in the open slip between the Hamburg-American docks and the Christopher street ferry slips. Twenty minutes after the alarm it looked as if the entire lower part of Hoboken, including the Hamburg piers, would be destroyed.

The two burning ferryboats were towed out into the stream by tugs. The Hepatchong sunk later.

Fire aid was quickly summoned from Jersey City and New York, the former city sending all available engines and the latter dispatching two fireboats. With this extra force the Hoboken firemen were able to prevent the fire from spreading through lower Hoboken, while the fireboats had the flames in check along the water front.

NEW STATION DESTROYED.

While the fire was held by the firemen to the north and west, it was spreading along the freight piers to the southward, where tugs and fireboats from Manhattan could attack it. Here it caught the new immigration station. This building was of brick and stone and had been occupied only two weeks. It cost $70,000 to build, and was supposed to be fireproof, but was soon a mass of fire, the interior burning rapidly. Only a few persons were in it at the time of the outbreak and they were hurried out.

Boycott Burdensome.

Shanghai, Aug. 7.—The boycott on American goods is becoming so burdensome to the trade of all nations here that the general chamber of commerce has telegraphed to the dean of the diplomatic body at Pekin, and the China association has wired Sir Ernest Satow, the British minister, asking them to endeavor to persuade the Chinese foreign office to interfere and prevent further injury to trade.

Fight to be on Shea.

Philadelphia, Aug. 7.—The delegates to the annual convention of the International Brotherhood of Teamsters, which began in Odd Fellows' temple today, did nothing of general interest or of great importance, nevertheless they had a rather busy day.

Nothing occurred during the day to indicate the sharp fight that is predicted will be made against the re-election of President Cornelius P. Shea of Boston. President Shea is opposed by Edward Gould of New York and Michael Casey of San Francisco. Because of the non-appearance of Samuel Gompers, president of the American Federation of Labor, President Shea decided not to read his annual report.

There was a half-hour debate over the question of admitting reporters to the hall during the session. It was argued that if newspaper men had been admitted to the meetings of the union in Chicago the strike there would not have been a failure. The motion to admit the reporters was carried.

TEA

Why do we advertise?

To tell you what's good for you,

Why don't we tell then?

Don't we?

Your grocer returns your money if you don't like Schilling's Best.

We manufacture Rubber Stamps, Stencils, Steel Stamps, Seals, Burning Brands, Badges, Medals, Brass and Aluminum Checks, Brass and Aluminum Signs, Stock Tags, etc,

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50 West Third South.

Rheumatism.

When pains or irritation exist on any part of the body, the application of Ballard's Snow Liniment gives prompt relief. E. W. Sullivan, Prop. Sullivan House, 121 Reno, O. T., writes, June 6, 1902: "I take pleasure in recommending Ballard's Snow Liniment to all who are afflicted with rheumatism. It is the only remedy I have found that gives immediate relief." 25c, 50c, $1.00. Sold by Z. C. M. I. Drug Dept. B

$100.00 to man who can ride white horse in his dive at Saltair.

Lagoon fare on Pacific Islanders' day is 25 cents. Unexcelled program.

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Salt Lake to Portland and return (direct) $31.50
Salt Lake to Portland and return (one way via San Francisco) 42.50
Salt Lake to Portland and return (one way via Los Angeles) 50.50

Tickets to Portland and return, direct, on sale daily from May 24th to September 30th, inclusive. Tickets reading one way via San Francisco or Los Angeles on Sale August 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 30, 31. All tickets good for stopovers and limited to 90 days from date of sale. Additional selling dates for tickets via San Francisco or Los Angeles quoted later. City Ticket Office 201 Main St.

Pacific Islanders' attractions are always good. Come to LAGOON, Wednesday. Return trip 25 cents.

UNIVERSITY OF UTAH.

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The School of Arts and Sciences offers courses in:
1. General Science.
2. Liberal Arts.

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2. Advanced Normal Courses.
3. Course in Kindergarten Training.

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2. Electrical Engineering.
3. Civil Engineering.
4. Mechanical Engineering.
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PREPARATORY SCHOOL.

A Preparatory School is maintained which gives preparation for the course in General Science, Liberal Arts, Engineering, Law, Medicine and Business. Graduates from the eight grades of the public schools are admitted to the Normal School; but a year of High School work is necessary for admission to the Preparatory School.

New buildings, excellent facilities, splendid equipment.

No tuition is charged, but an annual registration fee of ten dollars is required. Registration, September 15th and 16th. Instruction begins September 18th.

Catalogue and illustrated booklet sent free upon request to

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THE NEWS IN LOS ANGELES

The Deseret News will be found on sale in Los Angeles at the Standard News Company, 414 south Main street.

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Finest scenery in the world. Open top observation cars free. Choice of routes. Stopovers allowed. Tickets good until Aug. 30th. Join the Eagles' excursion and have a good time enroute.

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Good Set of Teeth for

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Amalgam or Silver Filling $1.00
Gold fillings ..... $1.00 and up
Teeth cleaned $1.00
Cold gold crowns $5.00
Bridge work, per tooth $5.00

Crown and Bridge Work a Specialty.

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Many hours quicker than any other line.

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To the Big Horn September 5th. $30.00 for the round trip. Return limit thirty days.

A copy of the Big Horn Basin folder free on request.

For further particulars ask ticket agent, or call on write to

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79 West Second South Street,
Salt Lake City.

SALT LAKE & LOS ANGELES RY.

Special Saltair Time Table.
AUERBACH DAY, AUG. 8.

Leave Salt Lake.	Arrive Salt Lake.
10:00 a. m.	12:30 p. m.
1:00 p. m.	2:15 p. m.
1:45 p. m.	3:00 p. m.
2:30 p. m.	3:45 p. m.
3:15 p. m.	4:30 p. m.
4:00 p. m.	5:15 p. m.
4:45 p. m.	6:00 p. m.
5:30 p. m.	6:45 p. m.
6:15 p. m.	7:30 p. m.
7:00 p. m.	8:15 p. m.
7:45 p. m.	9:00 p. m.
8:30 p. m.	9:45 p. m.
9:15 p. m.	10:30 p. m.
10:00 p. m.	11:15 p. m.
10:45 p. m.	12:00 p. m.

J. E. LANGFORD, Lessee.

"The Lagoon Road"

Simon Bamberger, Pres. and Gen. Mgr. A. D. Pierson, G. P. & T. Agt.

Time Table in Effect May 30th, 1905.

Leave Salt Lake—
6:30, 9:00, 11:00 a.m.; 2:00, 4:00, 6:00, 7:00, 8:00 p. m.

Leave Lagoon—
7:30, 10:00 a. m., 12 m., 3:00, 5:00, 7:00, 9:00, 10:30 p. m.

Extra Trains on Sundays and Holidays.
Leave Salt Lake 5 and 5:00 p. m.
Leave Lagoon, 4:00 and 6:00 p.m.

OREGON SHORT LINE RAILROAD

Time Table

IN EFFECT June 1st, 1905.

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. 6—From Ogden and Intermediate points	9:30 a.m.
No. 12—From Ogden, Cache Valley and Intermediate points	11:45 a.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco.	4:45 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco	7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis	7:10 a.m.
No. 7—For 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	1:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points	4:10 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago	6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points	11:45 p.m.

T. M. SCHUMACHER, Traf. Mgr.
D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. & T. A.
City Ticket Office, 201 Main Street.
Telephone 250.

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

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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.

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3—TRAINS DAILY—3

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Salt Lake City, Utah.

SAN PEDRO, LOS ANGELES & SALT LAKE R. R. CO.

SALT LAKE ROUTE

TIME TABLE.

Effective May 1st, 1905.

DEPART DAILY.

From Oregon Short Line Depot, Salt Lake City, No. 57—For Stockton and Tintic District	7:45 a.m.
No. 53—For Provo, Mercur, Manti and Points on Sanpete Valley	8:00 a.m.
No. 51—For Provo, Nephi and Lynn	5:00 p.m.
No. 1—For Los Angeles and Intermediate Points	8:50 p.m.
No. 55—For Nephi and Intermediate Points	11:30 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and Intermediate Points	6:30 p.m.
No. 52—From Lynn, Nephi and Intermediate Points	9:30 a.m.
No. 56—From Manti, Nephi, and Intermediate Points	1:30 p.m.
No. 54—From Nephi, Provo and Intermediate Points	5:40 p.m.
No. 58—From Tintic District and Intermediate Points	6:00 p.m.

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The DENVER & RIO GRANDE RAILROAD

Current Time Table.
In Effect May 21, 1905.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysvale	8:00 a.m.
No. 102—For Park City	8.15 a.m.
No. 6—For Denver and East	8:30 a.m.
No. 12—For Ogden and Local Points	10:25 a.m.
No. 5—For Ogden and west	10:35 a.m.
No. 1—For Ogden and west	1:45 p.m.
No. 2—For Denver and East	3:30 p.m.
No. 8—For Provo and Eureka	5:00 p.m.
No. 112—For Bingham	3:00 p.m.
No. 114—For Bingham	3:00 p.m.
No. 11—For Ogden and Local points	63 [illegible] p.m.
No. 4—For Denver and [illegible]	3:00 p.m.
No. 3—For Ogden and West	11:10 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West	8:40 a.m.
No. 12—From Ogden and Local points	9:55 a.m.
No. 7—From Eureka and Provo	10:00 a.m.
No. 5—From Denver and East	10:25 a.m.
No. 1—From Denver and East	1:35 p.m.
No. 14—From Ogden	3:00 p.m.
No. 2—From Ogden and the West	7:40 p.m.
No. 101—From Park City	8:15 p.m.
No. 9—From Heber, Provo and Marysvale	6:00 p.m.
No. 113—From Bingham	10:00 a.m.
No. 115—From Bingham	5:40 p.m.
No. 4—From Ogden and the West	7:30 p.m.
No. 3—From Denver and East	11:00 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points.

Ticket Office, Dooly Block. 'Phone 26.

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