

# UNION DEPOT TALK REVIVED.

Russel Harding Says it Looks Favorable—Rio Grande to Develop Coal Fields of Eastern Utah—Colorado Midland Story Denied—Could Officials in Salt Lake.

"The union depot proposition for Salt Lake today looks favorable, in fact better than it ever did," said Vice President and General Manager Russel Harding of the Missouri Pacific and Rio Grande systems to the "News" this morning. As it is we have been placed, through no fault of our own, in rather an awkward position with the public.

"Shops—No we cannot talk about enlarging the Salt Lake shops or making any other improvements that are needed here, until we have fixed up this depot matter."

Mr. Harding was asked whether there would be any objection on the part of the Rio Grande to enter into a union depot proposition wherein the site was two or three blocks north of the original site purchased by Col. D. C. Dodge and his associates some years ago on Fourth West. His answer was the key to the situation.

"Why should we?" he exclaimed, "we have bought the property and all we ask is that the city give us our original rights and allow us rights-of-way so that we can utilize the valuable property we bought for the sole purpose of erecting a depot commensurate with the needs of Salt Lake."

"Mr. Harding, so it appeared to the 'News,' intimated that as soon as the Rio Grande secured trackage rights necessary that a big depot would be erected on Fourth West and other important improvements would follow in its wake.

When it was intimated that the Oregon Short Line and the San Pedro proposed to go into a union depot proposition on their own account in the neighborhood of Third West and South Temple streets, Mr. Harding smiled and said: "Are you sure of that? We will possibly be better able to tell when the details of the agreement come out and are made public."

**TO DEVELOP COAL FIELDS.**

The general manager of the Gould system also gave out a piece of news that is in line with the story printed in the "News" last week.

"We have in contemplation," he said, "the developing of the coal lands that are to be tapped by the line surveyed up Salina canyon. Just what construction will be pushed in this direction this summer I am not prepared at this time to state."

He admitted, however, that at least a portion of the projected cut-off between Salina and Green river would be built at an early date.

Mr. Harding had nothing to say when it came to the proposition, so often exploited in print, of extending this line

to tap the main line of the San Pedro at a point in Iron county, thereby affording a straight shoot through from southern California to Denver and the east.

**AFTER THE COLORADO MIDLAND.**

When shown an Associated Press dispatch from Denver this morning, he smiled and said: "Nothing to it; nothing at all." The dispatch referred to was as follows:

"The News today says: A struggle is on between the Colorado and Southern railroads, allied with the Harriman interests, and the Denver and Rio Grande, a part of the Gould possessions, for control of the Colorado and Midland road. The primary cause of the strife is the new Moffat road from Denver to Salt Lake, which is in course of construction. When the Moffat road refused to grant the Rio Grande an interest in the survey of the proposed line from Kremmling to Denver, which will invade territory hitherto held exclusively by the latter road, the Rio Grande in retaliation set about finding a means of shortening its line to Salt Lake. By building a line direct from Denver to some point on the Colorado Midland at least 100 miles of travel could be saved, and the Rio Grande people began to negotiate for the Midland. This was the purpose of Russell Harding's recent sojourn in the state. The Colorado and Southern discovered what was being done, and realizing that such a cut-off as the Denver and Rio Grande proposed to make would materially benefit them in the run to the coast, they began planning to defeat the scheme. The Rio Grande now threatens the Southern by holding out renewals of old arrangements about to expire, concerning joint line deals in the big coal fields. Trouble has not reached the eruptive stage as yet, however."

**THOSE IN THE PARTY.**

The special train, consisting of the cars Strainer, Denver and Wasatch, arrived in Salt Lake last evening and after a brief stay continued on to Ogden to return to this city this morning, for the inspection of the yards at the Junction city. Those who were on the special were Vice President and General Manager Russel Harding of the Missouri Pacific and Rio Grande systems; Manager J. A. Edwards, Chief Engineer E. J. Yarr, Mechanical Superintendent F. Mertzheimer of the Rio Grande system, and General Superintendent J. H. Young of the Rio Grande Western.

According to Mr. Harding, the party will remain in Salt Lake today and will commence an inspection of the main line only tomorrow, when they will turn their faces towards Denver.

Accompanying Mr. Harding, on No. 5 this morning and joined the party here.

# TWO STEAMERS IN COLLISION.

Old Dominion Liner Hamilton and Clyde Liner Saginaw Run Into Each Other Off Hog Island, Near Cape Charles, Latter Going Down—Thirty People Drowned.

New York, May 5.—A dispatch from Norfolk reports that the Old Dominion liner Hamilton and the Clyde liner Saginaw were in collision and that a number of passengers were drowned.

A long distance telephone report to the Evening News places the number of drowned at 20. The collision occurred at 12:40 a. m., off Hog island.

The Saginaw was bound for Philadelphia from Norfolk. She carried a crew of 40 men and 20 passengers. The Hamilton carried a full crew and more than 100 passengers. After passing the Jersey coast the Hamilton ran into a fog which lasted all night. It is believed that this fog was responsible for the accident. The Hamilton was going at three-quarters speed off Hog island, when the passengers were suddenly thrown from their berths and in an instant all was confusion and as the passengers managed to reach the deck they learned that there had been a collision. In the fog could be seen dimly, across the bows of the Hamilton, a steamer about her own size. Those on board the other steamer shouted that they were sinking and in reply to questions answered that their boat was a Clyde line steamer and that the name was Saginaw. The Saginaw had been struck about 20 feet from the stern on the starboard side and her stern had been cut through as cleanly as if it had been done by men in a dry dock. The stern sank almost immediately and the forward part drifted several hundred yards. As soon as possible the boats of the Hamilton, which had been lowered, were thrown down. They settled slowly and then went down with a suction that almost drew the boats of the Hamilton after her. In the darkness could be heard the cries of those on the Saginaw. In the water and clinging to wreckage was a number of persons and as many as possible of these were pulled into the boats of the Hamilton. When the survivors were taken on board the Hamilton they were made comfortable and after waiting around to pick up any one that might have clung to wreckage the Hamilton proceeded on her way. She was only slightly damaged. The Saginaw was sunk in 10 fathoms of water and her masts were left sticking out of the water.

According to a dispatch from Fortrea Moore, the number of persons rescued by the Hamilton was 29. This report places the number of drowned at 20. Hog island, off which the wreck occurred, is on the coast of Virginia, a short distance above Cape Charles.

A report to the Old Dominion office here says:

"The collision occurred at 4:30 today in a thick fog off the Delaware capes, near Waterquarries lightship. Ten or 12 people are missing, supposed to be drowned. They were passengers and two members of the crew, all of the Saginaw. The Saginaw was struck on the port aft quarter, which was cut off, leaving a big opening in her hull. The sea ran in and she sank within half an hour after the collision. The body of the Saginaw was seen by the Hamilton, which was nearby, and the Hamilton has been rescued."

The Hamilton, of the Old Dominion line, was only slightly damaged, having her stern and a few plates twisted. She proceeded on her way and arrived at Norfolk, Va., yesterday.

**THE RESCUED.**

The following were passengers on the Saginaw were rescued:

E. B. Cole, Philadelphia; E. B. Young, Chester, Pa.; J. B. Gregor, Philadelphia; Harry P. Winters, Jr., Camden, N. J.; George Hoar, Philadelphia. Six colored passengers also were rescued.

The captain, chief officer, second officer, and six members of the Saginaw were missing. The others of the Saginaw are missing.

The Hamilton left New York yesterday afternoon at 3 o'clock. There were 34 people all told on the Saginaw, of which nine were passengers.

**AT OFFICE OF COMPANY.**

Philadelphia, May 5.—At the office of the Clyde line in this city was stated that no official information had been received of the loss of the Saginaw, the Norfolk agent of the company not having been heard from.

The Saginaw is a freight steamship with accommodations for about 40 passengers, and she had been in service between this port and Richmond and Norfolk for about two years. She was commanded by Capt. James Tunnell, of this city, and nearly all of her crew of about 20 men were shipped here.

The first mate on the lost steamer was Edward Gansley, and the chief engineer was Joseph Selen. The crew numbered 25 men.

Capt. Tunnell has been in the employ of the company for 30 years, and never before met with an accident.

The Saginaw was built on the Clyde in 1888. She was 260 feet long, 35 feet beam and 1,300 tons register.

**TWENTY-NINE DROWNED.**

Washington, May 5.—A special to the Star from Norfolk, Va., says 29 of the passengers of the Saginaw were drowned and that nine were rescued.

turned in doors, the battery books were given a careful examination, and at 10:30 Capt. Sturges said he was delighted with the showing made. The boys know that they made a creditable showing, and feel quite proud of their command.

They have good reason to anticipate a favorable report, for every piece of government equipment was in A 1 order. H. company of the First Infantry, Capt. Williams commanding, take their turn at the inspection this evening.

**BATTERY INSPECTION.**

Captain Sturges Said to be Delighted With the Showing Made.

"That's the proper spirit boys," remarked Capt. Sturges of the Artillery corps last evening, as he looked in sudden where the battery boys of the National Guard were showing away their guns after street inspection, and noticed that they were cleaning up every part of the equipment; and this is something that all batteries do not properly attend to. The inspection of Battery A, U. S. C., judging from the pleased appearance and chance remarks of the governmental inspection officer, was a gratifying success. Capt. Sturges walked in on the command at 8 p. m., and found 45 men out of the 52 men enlisted, ready for him. He inspected the men in line, giving them a good looking over in the armory, and then sent them into the street with their guns, and inspected the calibers, battery wagon and spare stores. The next move was to give the cannon a thorough looking over followed by a standing gun drill, as there were no horses. The orders were given by Capt. Grow, while the inspection officer stood by taking everything in.

After the inspection had been re-

# SPRING.

Summer, Autumn, Winter.

IT ALWAYS SELLS!

THREE CROWN



BAKING POWDER.

At all stores. 25c the pound.

HEWLETT BROS. CO.

FOR THE OLD FOLKS.

Preparations Being Made for a Trip To American Fork.

President Chipman and counselors of the Alpine state, Utah county, have honored the Central Old Folks' committee with an invitation to take all the old people of this city to American Fork and unite with their aged ones in having a good time together, some time in the latter part of June. It goes without saying that the kind invitation has been accepted and preparations for the event are now being made. The movement could not be a success without railroad help, so the committee has much pleasure in stating that the management of the Short Line has magnanimously tendered a train for the purpose, under the direction of the central committee. Due notice will be given of the time and date.

Members of the old folks' committee are requested to meet at the office of Bishop Preston at 5 p. m., Monday, May 11.

**ECZEMA. NO CURE NO PAY.**

Your druggist will refund your money if Pazo Ointment fails to cure Eczema, Tetter, Ulcers and sores, Pimples and Blackheads on the face, and all skin diseases. 50 cents.

**MISS RAMSEY CONSENTS.**

Will Sing at the Tabernacle Concert Next Monday Night.

Miss Emma Ramsey, Utah's gifted young soprano, has written Fisher Harris, secretary of the Commercial club, signifying her willingness to appear at the Tabernacle concert next Monday night to sing with her talents in raising money for the public schools. This concession is viewed by Mr. Harris as a very great one, in view of the fact that it will be Miss Ramsey's initial appearance here since her return home, and will perhaps interfere to some extent with her plans to give a concert of her own. However, the young lady has late personal interests aside and will appear with others in a program which should eclipse the point of attendance any concert given at the Tabernacle for a long while.

**ASKETS DISCHARGED.**

Gets Benefit of Short "Copper" and Is Liberated Today.

The first man to be discharged from the state prison since the new United States law covering "copper" on short sentences went into effect left the prison gates this morning in the person of Askets, the Plute Indian, who was sentenced in the federal court on May 12, 1902, to one year and one month and to pay a fine of \$10 and costs.

After he had taken the customary pauper oath before Commissioner Twomey, settling forth that he was unable to pay the fine imposed, he was duly discharged. Askets' crime was the robbing of the postoffice at St. George.

**HALF RATES NORTH.**

Saturday May 16, Via Oregon Short Line

To principal Idaho points. Tickets good returning for 30 days. Full particulars from agents.

City Ticket Office 201 Main St.

**BACK FROM ST. LOUIS.**

General Cannon and Others Came in at Noon Today.

Gen. John C. Cannon and wife, and S. T. Whitaker, returned today from St. Louis, where they have been attending the ceremonies of opening the great exposition. They left President Joseph F. Smith and party at Kansas City, whence they went on to Independence, Mo., to spend the Sabbath, and from where they are now returning to Utah. Gov. Wells has made a short trip to New Orleans, Gen. Cannon met President Roosevelt at Denver, and rode to Cheyenne with Senator Warren, who spoke highly of the Utah settlers. Gen. Cannon said the site for the Utah building is a choice one, and the speech of Gov. Wells at the dedication of the same was a happy effort. Col. Clayton went to Detroit, and Hoyt Sherman went to Iowa to visit with relatives, intending to be back in Salt Lake by Saturday.

**NAVAL EXAMINATIONS.**

Those for Civil Engineers and Assistants to be Held in New York

Congressman Howell received word today from Lieut. R. E. Perry, civil engineer of the United States navy, of examinations to be held at the navy yard, New York, June 8, 1903, for appointments as civil engineers and assistants, candidates for which must present themselves before the medical officers or board at the place designated at 10 o'clock on the day above named. The positions to be filled are very choice ones and the opportunity afforded is one that should be taken advantage of.

**GEOLOGICAL SURVEY.**

(Special to the "News.")

Washington, D. C., May 5.—W. P. Hardisty, Salt Lake, has been appointed assistant engineer and Walter W. McLaughlin, Logan, has been appointed engineer aid to the geological survey. W. D. Lundstrom and Joseph W. Moyle have been designated as members of the civil service board at postoffice, Lewiston, Idaho.

# LITTLE LIGHT

ON CHILD MURDER

Mrs. Joseph Littlewood Tells Quite An Interesting Story.

IS NOT POSITIVE EVIDENCE.

Says That Several Nights Ago She Saw a Man and Woman in Vicinity Where Child's Body Was Found.

Some interesting testimony supposedly in relation to the finding of the dead infant in the murky waters of the Jordan, came to light yesterday afternoon at the inquest begun in Justice Clark's court. It is to the effect that, several nights ago, Mrs. Joseph Littlewood, who resides near the point where the body was discovered, saw a man and a woman near the river, and the man held in his arms a bundle about two feet long.

The lady had forgotten seeing the couple at the river bank until she heard of the finding of the body on Sunday. Then the circumstance occurred to her and she made it known to the police.

Mrs. Littlewood could not remember the date, but it was two or three weeks ago, while returning home from the city. As she neared the river bank near Third North she suddenly saw a light buggy and dark man and woman. The buggy she saw a man and a woman. It was about 10 o'clock at night and she was unable to see their faces. Both were attired in black and neither was any party cleaned up. Mrs. Littlewood said she heard words, but when the couple saw her, they ceased talking at once.

"I thought something was wrong," said Mrs. Littlewood, "but as there had been a hold-up in the vicinity not long before I became frightened and hurried home."

A few moments later Mrs. Littlewood's daughter and a young man came home, and she stated that they did not see the man and woman.

Of course, there are a great many "ifs" in the story. If the strange man and woman could be found, the mystery might be partly cleared up. If it could be proved that they were on the river bank at the time the baby was drowned or if it could be established that the small bundle contained the baby, a crime might be established and the guilty persons brought to justice.

While the police do not discredit Mrs. Littlewood's story, they regard the clue as being extremely remote.

The jury made a trip to the river yesterday afternoon, and looked over the ground where the baby was found. The jury also saw the remains at Evans' undertaking parlors. The investigation was continued pending a further investigation by the authorities.

**HE USED AN AXE.**

Colored Man Charged With Trying One On His Sweetheart.

Frankie Stewart, a colored woman, called at the police station this morning and filed a complaint charging Wilkes Burnett, colored, with assault with a deadly weapon with intent to commit murder. The assault is the outcome of jealous rage on the part of Burnett, because Frankie presumed to go out with another man when she was supposed to be devoted to him.

The assault occurred on Sunday night. The woman works for a Mrs. Stewart on Third East, and after completing her work on Sunday evening she came down town to get ready for a stroll. A colored friend called for her, and as she was about to leave, Burnett appeared on the scene. Enraged at the sight of the woman going out with another man, he seized her and proceeded to chop the woman in the head. Her companion failed to take the girl's part, and she concluded to leave. She was, however, killed. She was killed by the axe used by Burnett. She was killed by the axe used by Burnett. She was killed by the axe used by Burnett.

**INFORMATION WANTED.**

F. Mason, box 417, East Liverpool, Ohio, desires to learn the whereabouts of John Mason, who joined the Church of Jesus Christ of Latter-day Saints in England and later emigrated to Utah.

Address as above, or Elder G. B. Mann, 10645 Payne avenue, Cleveland, O.

A. B. Morris of Chipp, Craven county, N. C., desires the address of Elder H. L. Doney, who labored as a missionary in that section.

**THE STRIKE AT OGDEN.**

Hod-Carriers Quit Work and Paralyze Building in That City.

(Special to the "News.")

Ogden, May 5.—The strike of the hod-carriers of this city has demoralized building in Ogden. Most of the work where the services of hod-carriers is required is at a standstill. The strike went into effect at noon yesterday. About three weeks ago the hod-carriers union notified the contractors of a demand for 25 cents more per day. The contractors were given two weeks in which to meet this demand. This they did not do. The time limit expired about the 1st of May. The contractors explain their position by saying that they voluntarily raised the wages of the hod-carriers 25 cents per day a week or two before this demand was made. This made the wages \$2.50 per day of eight hours for men carrying mortar and \$2.25 per day for men carrying bricks. The demand is for \$2.75 and \$2.50 respectively. The contractors think the men should work at the old rate until they have time to finish contracts entered into under that rate, and that a time for them to meet the demand. Matters went along in this unsettled state until yesterday noon, when about three-fifths of the men stopped work. They included the employees of Contractors Grenwell, Leek, Calvert and several others. Owing to some misunderstanding the union men of two or three other contractors continued to work.

The indications today are that the strikers will hold out for what they claim is simple justice. The contractors on the other hand regard the action of the union men as anything but fair and say they will give the men a short time in which to return to work. They say the Home office that it might be several days before anything was done.

**BUSINESS NOTES.**

Today's local bank clearings amounted to \$482,823.41, as against \$397,553 for the same day last year.

The Deseret National bank directors met this morning, and declared a quarterly dividend of 3 per cent, amounting to \$15,000, payable at once. The interior of the bank is being decorated.

A three story brick building is to be erected on the southeast corner of Third South and West Temple streets, which has just been purchased by W. J. Harlan from James Hague for \$23,017.

Representatives of the Ogden Sewer Pipe and Clay company are negotiating with the Home Independent Telephone company for a sale to them of 300,000 single conduit pipe, 34 inches inside and 44 inches outside measurement. It was stated yesterday the Home office that it might be several days before anything was done.

# EXODUS FROM

SALT LAKE TODAY

Excursions East and West Take People Out of City.

SOME OF THOSE WHO WENT.

Cars Would Have Been Loaded Heavily but for the Continuance of The Public Schools.

Owing to the fact that the schools have continued for another month the exodus east and west this morning were not so heavily patronized as will be the case next month. Nevertheless there was a good showing.

About 50 people went out over the Union, Pacific and Short Line, among them being J. W. Van Sant and A. M. Hansen, who left for Sweden; James Gibson, Mrs. Gibson, Grace Gibson, James Storey and Mrs. S. B. Miller, Liverpool, Eng.; Mrs. Newman, Potosi, Wis.; Mrs. James M. Adams, Chicago, and a number of others.

The Rio Grande also had its share, among them being the following:

Glen Miller, Burlington, Iowa; Miss Le Forgie, St. Louis; D. F. Murphy, Omaha; Richard Stenzel, Chicago; Mrs. Holcaval, Albion, Ia.; Mrs. Davidson, Galesburg, Ia.; J. M. Orem, Chicago; J. S. Fordyce, wife and daughter, Ulrichville, O.; L. L. Merchant, Chicago; Mr. Craft, Chicago; Geo. H. Brown, St. Paul; R. C. Hill, Lincoln, Neb.; Miss E. B. Senter, La Crosse, Wis.; James Skinner, New York; Fred Luff, Cincinnati; Miss Margaret E. Greer, St. Louis; F. C. Klob and wife, New York; and others, all of whom go over the Burlington from Denver.

Of the Rock Island contingent, which also went over the Rio Grande, there were Mrs. Burrows and son, Harold, Liverpool, Eng.; and Geo. Warren and daughter, Portland, Me.; Mrs. French and sister, Danversport, Ia.; C. J. Moore, E. L. McPhee, Chicago; A. H. Burt, New York; C. Cole, Philadelphia, and nine others.

The other roads also had several each, the Chicago & Northwestern and the Chicago, Milwaukee and St. Paul through sleepers being loaded.

**A BEAUTIFUL CAR.**

W. H. Bancroft's Traveling Business Office is Decidedly Handsome.

The handsome private car ordered for W. H. Bancroft, vice president and general manager of the Oregon Short Line, last fall, has at last arrived from Pullman and will be put into commission upon the return of Mr. Bancroft from the coast. Without doubt the new car is the handsomest in the west. It is 78 feet 6 inches in length and is up to date in every particular. Among the features are a large raised observation platform abutting on the dining room, which is 22 feet in length and finished in mahogany. A long hallway leads to the kitchen and on this gangway open the doors to four private rooms, two of which are fitted with stationary beds, the others being furnished with an extension sofa bed and regular berth sections. The car is fitted with all the modern appliances, fixtures for electric light and gas, handsome upholstered furniture, high class ranges, heaters and refrigerators. The car is numbered 1900. Mr. Harriman's car is called 1901.

**Another Burlington Publication.**

The irrepressible Francis has added another unique and aristocratic booklet to the literature of the Burlington. This time it comes in the form of "A Hand Book of Colorado," a neatly illustrated publication jammed from cover to cover with useful information, statistics and neat half-tones. This makes the Burlington route publication now in circulation.

**SPICE AND RAIL.**

The conductors are to have a brand new O. S. L. baggage car on their special train.

H. F. Ledlie, contracting agent for the Michigan Central at Kansas City, is in Salt Lake today looking out for wool hanging to his belt.

Traveling Freight Agent Stinson of the Nickel Plate returned from Boise this morning with five cars of wool hanging to his belt.

President Harriman of the Southern Pacific yesterday held a conference with the representatives of the San Francisco commercial bodies relative to the attempt of J. J. Hill to divert the transport service to Seattle.

The recent rise in the price of Delaware & Hudson stocks is attributed to E. H. Harriman getting in on the ground floor with a subsequent complete harmony of the Harriman and Vanderbilt interests.

S. B. Giddings, traveling freight agent for the Lake Shore and Michigan Southern, arrived this morning in the place of S. D. Barlow, who has heretofore represented that company in this territory during the wool season.

The Northern Securities company issued yesterday its statement of its income account from November 13, 1901, to December 31, 1902, showing dividends received on stocks owned to be \$15,364,261 and a surplus after payment of expenses, dividends, interest, taxes, etc., of \$28,117. The circular to stockholders says that an audited company has certified to the financial statement given out.

# BED ROOM SUITS.

We are now showing an exceptionally fine line of Bed Room

Sets in Oak, Mahogany, Maple, etc. We have them in all grades and styles. We have just what you want because our variety is so large.

Prices range from—

\$20.00 to \$350.00

H. Dinwoodey Furniture Co.

THEY WILL AID IRRIGATION

DEATH OF MRS. CROFT.

(Special to the "News.")

Fairfield, May 5.—Mrs. David Croft died at Cedar Fort, Utah county, last night, of apoplexy. Mrs. Croft was a pioneer, having crossed the plains 61 years ago, and leaves a large family and numerous relatives in Utah and Mexico.

Women's Co-op. Millinery has moved to 53 So. Main.

**TAKE A TRIP**

over the Nickel Plate Road and be convinced of its superior train service. Sold through daily express trains between Chicago, Ft. Wayne, Findlay, Postville, Erie, Buffalo, New York City and Boston. American Club meals, ranging in price from \$5. to \$10.00, served in Nickel Plate dining-cars; also service in a car. Rates always the lowest. No excess fares charged on any train on the Nickel Plate Road, Chicago depot; 292 West First street, St. Paul, Minn. Ticket office 111 Adams St., and Auditorium Annex, John Y. Calahan, General Agent, 113 Adams St., room 298, Chicago.

**DIED.**

SPERRY.—At her parents' residence, 1311 South West Temple street, Salt Lake city, May 4, 1903, of Bright's disease, Annie Z. Sperry; born June 3, 1870, in Salt Lake City; wife of William A. Sperry and daughter of James and Zerviah G. Eardley.

Funeral services will be held Thursday at 2 p. m. from the Fourth ward mortuary. Friends are invited to attend and can view the remains at the family residence, 292 West First street, on day of funeral, from 10 a. m. to 1:30 p. m. Interment in city cemetery.

**NOTICE OF SPECIAL CITY TAX.**

To whom it may concern: Notice is hereby given that a special tax for the purpose of constructing a sidewalk on the east side of Second West street, between Third and Fourth streets, in sidewalk district No. 25, has been levied and confirmed by ordinance of the City Council, approved March 18th, 1903.

Described real property within the following district: Lots 4 and 5, block 14, plat "A," Salt Lake City survey, to a depth of twenty feet and is payable in three equal installments and will become delinquent as follows: Said first installment on the 5th day of June, 1903; said second installment on the 5th day of December, 1903; and said third installment on the 5th day of June, 1904.

Each of said installments except the first draws interest at the rate of seven per cent per annum from the date of the levy, June 5th, 1903.

If any of said installments shall remain unpaid on the date of delinquency interest thereon thereafter will be at the rate of ten per cent (10%) per annum from the date of delinquency until paid. All special taxes are payable at my office, room 102, City and County Building, Salt Lake City.

**NOTICE OF SPECIAL CITY TAX.**

To whom it may concern: Notice is hereby given that a special tax for the purpose of constructing a sidewalk on both sides of Princeton avenue, between Ninth East and Yale streets, in sidewalk district No. 25, has been levied and confirmed by ordinance of the City Council, approved February 21st, 1903, and April 1st, 1903.

Said tax is levied upon the following described real property in Salt Lake City: to-wit: Lots 1 to 16 inclusive, 105 and 106 Inglewood subdivision; lots 24 to 41 inclusive, and lot 46, block 2, plat "A," 42 inclusive, block 3, Park View subdivision, Salt Lake City survey, to a depth of twenty-five (25) feet back from said streets, and is payable in three equal installments and will become delinquent as follows: Said first installment on the 1st day of June, 1903; said second installment on the 1st day of December, 1903; and said third installment on the 1st day of June, 1904.

Each of said installments except the first draws interest at the rate of seven per cent (7%) per annum from the date of levy, June 1st, 1903. If any of said installments shall remain unpaid after the date of delinquency interest thereon thereafter will be at the rate of ten per cent (10%) per annum from the date of delinquency until paid. All special taxes are payable at my office, room 102, City and County Building, Salt Lake City.

**NEW YORK CLOSING STOCKS**

Tuesday, May 5, 1903.

Atchison, ex-div. .... 81

Atchison preferred .... 97 1/2

Baltimore & Ohio .... 123

Canadian Pacific .... 123

Chicago & Alton .... 31 1/2

Chicago & North Western .... 70 1/2

Colorado Southern .... 25

Denver & Rio Grande .... 30 1/2

Denver & Salt Lake .... 25

Erie .... 35 1/2