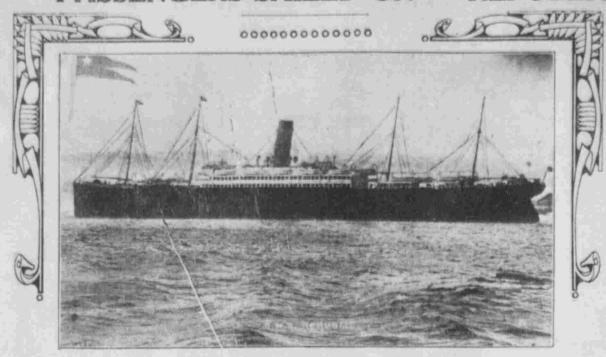
HUNDREDS OF UTAH AND IDAHO PASSENGERS SAILED ON THE REPUBLIC



THE ILL-FATED WHITE STAR LINER REPUBLIC. From a Postal Card Pure

HEN the wires flashed the news a week ago that the White Star liner Republic had been rammed on the high seas and was in a sinking condition several hundred Utah and Idaho. citizens became interested beyond that of the ordinary reader. During the past four years that big 15,000-ton vessel has carried hundreds of Utah and Idaho passengers both east and west across the Atlantic, to say nothing of those who have left Europe to make their permanent home in this intermountain region.

With all the thousands who have With all the thousands who have crossed the Atlantic bound for Utah during the past 60 years but very few have lost their lives on the ocean. Several ships that have carried Utah people have been lost, notably the old Guion liner, Abyssinia which burned with three Latter-day Saint missionaries on board, no lives were lost, however. The other two vessels which carried so many Utah and Idaho people were the American liner Wacsland, which was run down shortly after leaving Liverpool, and the Republic. Both of these, however, carried no passengers from this territory at the time.

The Republic left port at 2 p. m., Jan, 22, for Mediterranean ports and almost immediately ran into a blunket of fog. While feeling her way along she was rammed admidships by an Italian liner carrying the first band of earthquake refugees to reach America from Sicily. The subsequent events will be read-

from Sicily.

The subsequent events will be readily recalled and undoubtedly be carried down in history as the first occasion of the use of wireless telegraphy to the successful saving of a thousand souls from a watery grave.

Summoned by the ether waves sent out by the operator who stuck to his post, no less than seven big liners hurried to the scene, among then being the Anchor liner, Furnessia, which in its time also carried hundreds of Utah and Idaho passengers.

The Republic, was built at Belfast, Ireland, in 1993, for the Dominion line, and was first named The Columbus. After the Boston service of the Dominion line had been acquired by the White Star line, the name was changed. From the first she was classed among "the unlucky ships," and encountered several minor mishaps which superstitious seamen are wont to regard as ill omens. She was 576 feet in length and her gross tonnage was 15,378. On her last yoyage she carried many passengers on pleasure bent on a trip to Europe. In her hold were several thousands of tons of stores destined for the American battleship fleet to be transferred prior to the last run on the trip around the fleet to be transferred price last run on the trip around the

Through the courtesy of W. C Through the courtesy of W. C. Spence, transportation agent for the Church of Jesus Christ of Latter-day Saints, the Deseret News is in a position to give a partial list of names of passengers from Utah, Idaho and other points, who left this city in 1906 and 1807 and sailed on the Republic for Europe. In addition to this list there were possibly as many who crossed in her westward bound. People coming to America for the first time are not included in the following rooster?

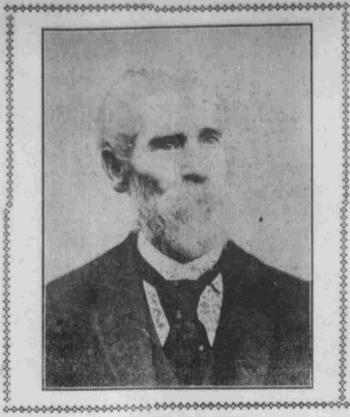
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FATED WHITE STAR LINER REPU	JRLIC,
chased on Board by C. E. Erickson, 66	
1908 PASSENGERS.	Peter A. Erickson
Prancis J. Farson. City Theo. Korthalis. City H. C. Wood. Woods Cross C. Raiph Hewd. City Jos. S. Edwards. City	Peter A. Erickson Ko- John J. Benson D. D. Hanson E. Grenzo Peterson F. Niels J. Larson Macoza Edward Jensen Mt. P. Leftoy Skousen Jaurex J. L. Ellertson Mrs. J. L. Ellertson West D. W. Grover Andrew McLean
H. C. Wood	Niels J. Larson Macoza
Jos. S. Edwards	Edward Jensen
Jos. S. Edwards	Leftoy Skousen Jaurex
Heber J. HansonBenjamin	J. L. Ellertson
Thos, Judd	E. R. Diamond
Clarence Larsen West Weber	D. W. Grover. Andrew McLeath Earl Williams. O. L. C. Jensen. B. Edgar King. Richard Brown. Mt. P. Mark Green. Leo. L. Harris. C. Alfred C. Gunderson. F. T. Griffin. W. L. Edwards. L. G. Taylor. Jho. Mellville D. P. Williams. Win Nelson. Lanchie Baxter. J. C. Tuddenham. Glob-
Earl Jackman Levan Slins W. Mower Pairview, Utan	Earl Williams
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Parley Harbertson	Richard Brown
Edward M. Perkins	Leo. L. HarrisC.
Edward M. Perkins Mapleton David F. Wisanda City Anna K. Ammussen City Julia Ammussen City Mabel Ammussen City Mrs. Pearl Cutler City Mrs. T. Gunson City Burler City Hans C. Hanson Banroft, Ida. Wifford N. Moses Smithfield Vincent Bennion Taylorsvins Geo. W. Perry Cedar City John M. Bernhisel Lewiston Jos. T. Wiss Mt. Plensant Jos. Ibottison Mt. Plensant Jos. Ibottison Logan	F. T. Griffin
Mabel Ammussen	W. L. Edwards
Mrs. Pearl Cutler Common City	Jno. Meliville
Dora Butler	D. P. Williams
Wilford N. Moses	Isane Jacobs
Vincent Bennion Taylorsville	J. C. Tuddenham
John M. Bernhisel	
Jos. T. Wise	Names of passengers who saile
Clement L. Rawlins Lewiston	Liverpool to Boston on the S. S. public on the return trip durin
Walter A. Sells	1908:
Jos. A. Brockbank Spanish Fork	Passengers Who Sailed on June
Emil Werd Alberta, Canada	J. W. Owens
Jos. H. Gwilliams	Gottlieb Buhler
Mrs. C. Herbert	A. L. Anderson
Miss E. Herbet	Peter Borup
Maltida Jewsen Mesa, Arig.	A. M. Nelson
Daniel C Warnen	Loren W. Preston
Jos. A. Vance	Joseph A. Lutley
Jos. A. Vance	Peter Borup. A. M. Nelson
Jas. Walker	J. E. Mickelson
Peter Barten Kaysville	Passengers Who Sailed on July
Nicholas Falkner	Passengers who sailed on July
Karl Grumm	David L. Kerr
James T. Birch. Wilford Jas. Walker	Wm. A. Budge. David L. Kerr. We b. R. Tolman. Bo John W. Fleid. Lyman Frank J. Edgel. Hoy John H. Klenke F. G. Wieland R. R. S. Folland R. R. S. Folland Carl M. Nelson.
Carl A. Dahluist	Frank J. Edgel
W. G. Jay Evanston	John. H. Klenke.
I E Spandlove Hinckley	F. G. WielandR.
T. E. Tarkelson	R. S. Folland. Carl M. Nelson. Hans Sorenson
Franklin Turner Logan Peter Rasynussen City Karl J. Knudson Provo Jos. S. Nisison City Oliver M. Monk Logan Geo. H. Laxibert City Atlantic Christensen American Fork Laffel Benn Provo John L. Francom Levan Esra O. Smitha Logan Henry J. Barker Newton Thos. F. Porter Ogden Mrs. Thos. F. Porter Ogden Ernest Urien City	Hans SorensonB
Karl J. Knudson	John. E. Anderson
Oliver M. Monkbogan	Franklin Wadsworth
Atlantic ChristensenAmerican Fork	W. R. Spackman
Laffel Bean Provo	David Smith, Jr
Ezra O. SmithaLogan	F. A. Sheffield
Thos F Porter Ogden	Jas. W. Johnson
Mrs. Thus. F. Poster Ogden	Hans P. JensonPt.
Mrs. Thos. F. Poster	J. P. Meilstrap. Hans P. Jenson. Ft. M. J. Benson. Me Juo. W. Johnson. Me
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Sarah A. Huncock	and the second s
P. A. PurringtonWest Weber	John A. Bunswick. G. P. Trayner John A. Bunswick. Swen Swennen. Pleasant Jane L. Warner Kobert Price. Ja ob Braderer
Ralph Moses	John. A. Runswick
Frank Mends City	Jane L. Warner
Berman F. HansanCity	Robert Price
John C. HallNephi	ficase Slot
Henry Watson City	Jno. Eskildsen
Geo. Jorgensen	Glosse Slot Jno Eskildsen
Albert Hofer	ETERESTINE HEIDEFI.
Edmund L. Smith Mürrey Chas A. Linstrom Santaquin Nellie Hawson Santaquin Sarah Dixon Prove	Passengers Who Sailed on Sept
Sarah Dixon	A. B. Barton
Electa Dixon communications Physics	Wm E Corbridge
Elizabeth Cooper	D. A. S. Priestly
Join Carter	H. E. Hatch
Kendal C. Brown	Rayal C Lowe.
J. T. Hammond	S. L. Mills
Maurice Cope	S R. Egbert
Franklin AdamsBluff	Chan V. Dean
Emil Kager Rexpose	Passengers Who Sailed on Sepi A. B. Barton Bertrand Clayton Wm. G. Corbridge D. A. S. Priestly Thos. J. Rosser H. E. Hatch Jas. Nishet Royal C. Lowe. 3. L. Mills Royal C. Lowe. 3. L. Mills Woods Alma Revoir. West S. R. Egbert Chas. V. Dean By Jas. Criddle My Jas. D. Dean Herbert J. Williams P. Richard West H. K. Bytheway Geo. Harwood Belaman Webester W. A. Dimend. Weode Clerksyn Johnson Fig.
Elmer V. HowethCity	Herbert J. Williams
Franklin J. D. Jensen Prove	H. K. Bytheway
Willard Hendricks , Lewistan	Belaman Webester
Bird L. Murphy	W. A. DimondWoods
Robert Price Paris Elizabeth Cooper City Mabel Cooper City Mabel Cooper City Mabel Cooper City Mabel Cooper City Robt M. Penden City Robt M. Penden Tocry J. T. Hammond City Maurice Cope Trople Walter Neison Md Fort Franklin Adams Blax Clarence Robinson Farmington Emil Kauer Rexburg Elmer V. Howell City Franklin J. D. Jensen Provo Willard Hendricks Lewiston Auron Pehrson Milvillo Bied L. Murphy City W. A. Newsome City W. A. Newsome City W. W. Thomas Goesney Jon E. Evans City Vm. I. Hanson Condellie	Christain Johnson Fi.
Jos. E. Evans	Willard C. Burgoo. Mrs. Willard C. Burgoo. N. A. Dimond. Woods Poter Barton
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I W A. I'CHITE CONTROL OF THE CONTRO	Passengers Who Sailed on Oct
	LeRoy Dixon.
E C Ward City Join H. Gords ed Grantsville	J. A. Muhlestem



THE LATE ENOCH B. TRIPP

Enoch B. Tripp, who died in Murray Jan. 25, 1909, was a native of Bethel. Maine, where he was born May 29, 1822. Coming to this state, he first made his home in this city, being for many years a resident of the Sixteenth ward. After leading an active life, in which he was called upon to endure many hardships incident to the early history of the state, he sought a quieter life in the farming community in the southern end of Sait Lake county. He came to Utah in 1852 from Wapalo, Iowa, and since that time has lived in this state. He was of a retiring disposition, accomplishing much in his manner of living without attracting notice. He was an active worker in the Church, but in this, too, he assumed little credit for the work performed and was not one to seek notice from his neighbor. He leaves a large family surviving him, and in this city and in the entire county his friends are to be counted by his circle of acquaintanceship. The funeral will take place Sunday in the Sixteenth ward chapel in this city, at 1 p. m. Those desiring to do so may view the body in the chapel from 12:30 to the time of the service. Burial will occur in the city cemetery.

New and Startling Facts About United States Navy

HERE is no battleship in the terdahl, if I may be allowed to use United States navy that would that expression—and pulling it badly. United States navy that would fill and sink in one hour because of the damage done by three 12-inch shells on her water-line armor no matter whether they made a gateway or holes as big as a door," declares Rear Admiral Robley D. Evans, replying in Hampton's Magazine for February to critics of American battleship construction. Henry Reuterdahl, and other critics have charged I that all our ships, old and new and under construction, are faulty in de-sign in the matter of water-line pro-tection and would crumple as did the egg-shell Russian fleet under heavy fire. "We are not in the condition of the Russian fleet in the Sea of Japan, either temporarily or permanenty."

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The November 14th sailing of the S. Republic from Liverpool to Boston cas the last sailing of that steamer in

as the had saining of that stocker in the Liverpool Boston service. Immedi-tely upon arrival at Boston, the stoam-going into the Boston Mediterranean ryslee. The following returning Utah assengers came on the November 2th

Tew
H. Heardisda.
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Hoberts.
Smith, Jr.

the Russian fleet in the Sea of Japan, either temporarily or permanently," asserts Fighting Bob, adding:

"That our older battleships do not differ from those of Engiand or Japan of the same date in the matter of design in this respect I am sure, because I have personally inspected these ships when deeply loaded and found their water-line belt in the same position with reference to the surface of the water as were our own. I am strongly of the opinion that this condition was in most cases the result of placing on board unnecessary weights, and not a fault primarily of design."

Comparing the height of our main

design."
Comparing the height of our main batteries, broadside guns and free boards with those of foreign battle-ships, Admiral Evans says:
"All talk about the ahips being able to fight their bow guns when our ships would be smothered in tons of water coming over their bows is pure

water coming over their bows is pure nonsense, and must have been written in ignorance of the facts. Somebody has been 'pulling the leg' of Mr. Reu-

The Connecticut has 19 feet free-board—that is, her forward or fore-castle deck is 19 feet above the water. The King Edward VII has 18 feet, and the Kashima 19 feet. The British ship has one foot less, and the Japanese ship exactly the same as the American ship. Why will the heavy sea punish the one so badly and not the other as well? The Connecticut carries her main battery guns, forward turret, 26 feet and five inches above the water, the King Edward VII 23 feet and six inches—two feet six inches less than the Connecticut. What then will be the condition of those foreign ships when the forward turret guns of the Connecticut. What then will be the condition of those foreign ships when the forward turret guns of the Connecticut are silenced by the heavy sea? Either the commentator did not know what he was writing about, or intended taking Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually abatted and finally ceased and my urine death finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, and the pain gradually

neet on the cruise to the Pacific, I made a report to the navy department concerning minor defects in the vessels of the fiest. In this I recommended, among other things, that the broadside guns be raised, if possible, to a higher level. I did this because, after watching the ships for many days, steaming in a trade wind sea, I was confident that in battle under these conditions the forward weather guns would lose their offectiveness because of the spray which was constantly thrown over them. I knew perfectly well that the ships of other nations would suffer in the same way, as our guns are qu'te as high as theirs, but I helieved that if ours could be placed higher it would give us a distinct advantage. This report has been distorted and twisted by some critics in an effort to show that I believe our guns would be fought at a disadvantage because they were lower than those on foreign ships, which is not the case and never was in my mind.

"I fully appreciate the difficulties in the way of carrying out my recommendations, but hope that sooner or later the designers will overcome them. But if it is to be done at the cost of less protection to the ship I prefer that no change should be made, for I firmly believe that a low gun well protected is better than a higher gun with materially less protection.

"In view of the increased range of torpedoes, and, therefore, the difficulty of destroying the torpedo boats using them, the importance of well-placed torpedo defense guns becomes very great, and this was my reason for criticising our present arrangement of them. I admit, to begin with, that I have no scheme myself for mounting such guns, nor have I heard any seagong officer suggest a satisfactory one, but I do hope that the constructors after hearing what we have to say on the subject, will solve the problem for us as successfully as they have others which at first sight seemed quite as difficult.

"Present conditions seem to demand that the torpedo defense battery should be mounted behind armor of sufficient

ers which at first sight seemed quite as difficult.

"Present conditions seem to demand that the torpedo defense battery should be mounted behind armor of sufficient thickness to protect it as far as possible from the destructive effects of heavy shells during action, for the main torpedo attack will come after the battleship has been practically disabled by gunfire, as was the case in the battle of the Sea of Japan; but how can we put so much weight so high upon the ship without too great a sacrifice in some other direction? We demand that these guns shall be mounted higher than the others, but we must not forget that we may be called to use them at any moment before a general battle is fought as well as after some ships are helpless."

A RELIGIOUS AUTHOR'S STATE-MENT.

MENT.

For several years I was afflicted with kidney frouble and last winter I was suddenly stricken with a severe pain in my kidneys and was confined to bed eight days unable to get up without assistance. My urine contained a thick white sediment and I passed same frequently day and night. I commenced taking Foley's Kidney Remedy, and the pain gradually abated and finally ceased and my urine became normal. I cheerfully recommend Foley's Kidney Remedy, F. J. Hill Drug Co., ("The Never Substitutors.")

CORN, OATS. Rolled Barley. Wholesale.

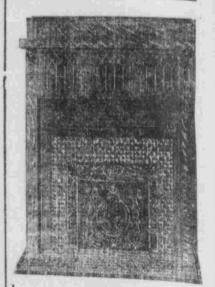
Inter Mountain Milling Co.

To be married this Spring? You should give her that en gagement ring at once. It is a girl's dearest possessor and you can't realize how badly she wants it.

We have mounted a lot of medium priced solitaires particularly chosen for engagement rings, \$25.00 and up.



P. O. Box Bell Phone Ind. Phone 1862.



Genuine plano finished mantals -you select the tile combination you desire for facing and hearth.

From \$50 up.

See what you are buying; da select from a catalog.

ELIAS MORRIS & SONS COMPANY,

Opp. south gate Temple Block



KOB KOB KOB KEITH-O'BRIEN'S Big KOB Shoe Sale Starts Monday.

粉糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖糖

Mother Said

For Headache

It pays to use, for headache, a medicine that acts, not on the head, but on the real cause of the ache, the nerves that are sick and that make the head to ache, in sympathy with their trouble.

With women, the real trouble is generally some derangement of her organs or functions and the headache is merely one of the symptoms of her female weakness.

The proper treatment, therefore, for female headache, is Cardui,-the female remedy, the medicine that acts on the female organs, and regulates the deranged female functions.

"I had suffered every month, for a year," writes Mrs. Dora Garrett, of Vandervoort, Ark., "and got weaker every day. My head and back would ache,



so bad, I could not sit up. I tried all other kinds of medicines and they all failed to cure me. Then my mother told me to take Cardui. When I had taken one bottle I was able to do all of my work. Cardui is the greatest woman's relief in the world."

G 195