THE CONDITIONS IN HAVANA.

Ammunition Is Scarce, Many of the Troops are Ragged, and Food is Short in Havana.

Attack Looked for Any Hour—Refugees Pay as High as $1,000 for a Passage to Mexico.

New York, May 27.—The Press says: Among the twenty-seven passengers which the British steamship Arcadian, chartered by the Ward line, brought hers from Mexican ports, were three families of refugees from Havana. With many others they escaped from Havana to Vera Cruz on the French steamer Lafayette.

The refugees are Jose Otero, his wife and five children; Alfredo De La Forte, wife and two children, and Mrs. F. C'Domingo.

They say the Lafayette tried to purchase coal but Gen. Blanco would allow none to be sold. The limited supply now there is being guarded jealously, and at night the city is in complete darkness. The electric plant has been shut down, all factories where coal is used as fuel are stopped, and the gas and watercooks are forced to get along with as little coal as possible. For this reason water is scarce.

When the Lafayette sailed for Vera Cruz there was a stampede to get out of the city. Fully 15,000 Spaniards and Cubans had obtained passports to leave, but exorbitant prices for passage were in demand, and only a part of them could afford the rate demanded. As it was, the Lafayette took 1,200 pass. It was, the Lafayette took 1,200 pass. women and children away from Havana, all that she was able to carry. There were thousands left who, although willing to pay the price asked, could not get passports, and they run about like madmen, offering the fortunate ones twice the amount they had paid for tickets.

A passenger named Xiques paid $1,400 for passage for himself, wife and two children. Many others paid as high as $1,000 each, and then they were compelled to sleep on the decks or wherever their could find room to lie down. Three miserable days were spent on the Lafayette with only the scanty allowance of food for each passenger. Nearly all the passengers were wealthy Spanish merchants from Havana and other Cuban citizens. Joseph Otero, who brought his wife and three daughters to this city, was formerly connected with the city government in Havana. He said:

"When I left Havana, it was said that the insurgents were only fifteen miles from the city, and at night the lights of their camp fires could be seen burning in the hills. From fear of bombardment by the United States warships and attack by insurgents the city is panic stricken, and should the attack be looked for every hour.

"Food is very scarce, and fresh meat can scarcely be bought at any price.

"The blockade is felt more by the poorer classes, and as they are the ones who have been the most loyal to Spain, the suffering among them is the worst."

Mr. Otero would say little about the Spanish troops in Cuba under General Blanco, but from other passengers it was learned that the army is about as badly demoralized and panic stricken as the civilians. Ammunition is scarce and many of the troops are clothed in rags and without shoes. Rations are being doled out to them sparingly, but the soldiers are watched carefully at all places where provisions are known to be stored, and the authorities will not allow private families to purchase supplies for more than one day at a time.

Senor de la Foerte is a Cuban of French descent, who owns a large plantation near Havana. He said he had brought his family here for safety until the war is over, but at the outbreak of the rebellion, Antonio Garcia, the manager of his plantation, had raised a regiment of 1,200 men from his and neighboring plantations and joined the insurgents.

"When the Spanish soldiers heard of it," said Senor de la Foerte, "they marched upon my plantation, burning and destroying everything above ground. We only got away with our lives."

Senor de la Foerte said he did not think it was true that the steamer Lafayette had unloaded any arms or ammunition at Havana or that some of her passengers were French gunners. He said the forts around Havana will be able to make a poor reply to a bombardment. Although some of the guns are obsolete, and in poor condition, the supply of powder and projectiles is short.

All the refugees were met at the Ward line pier by Cuban friends living in this city and given a joyous welcome.

India's Agricultural System.

[Engineering Magazine.]

As in British India, the principal revenue is derived from the land. Certain areas of land are considered to be the private property of the ruler of the state; certain others are held by noblemen and gentry of the country by grants made to them by former rulers. The area of all these may amount to one-fifth of the total area, but the government is considered to be the owner of the rest. It is let out to the cultivators at rents which vary with the percentage to the productive value of the soil. In districts where irrigation is practiced the government provides and maintains the necessary works, and of course bases the rent assessment that for which, in irrigated districts being on the average nearly nine times that for districts without the benefit of irrigation. Until within the last thirty years the assessment was somewhat irregular, and fluctuated with the needs of the government, the favoritism of the assessor, or the zeal of the local collectors, and the avoidance of much of the land was effected by fraud. Surveys were often farmed out to contractors, but in recent years the example of British India has been followed, the settled and cultivated areas have been accurately surveyed, and each field has been carefully mapped. The assessment holds good for thirty years, when it is liable to revision. The cultivator now has a clear knowledge of the amount of the rent he will have to pay, and knows also that he is the object lesson to the benefit of a good season, on the other hand, of course, the brunt of the bad season falls upon him, but here a paternal government comes to his aid.

LITERARY NOTES.

"Book-keeping Without a Master" is the title of an excellent work just issued by Mr. John W. Whingates of this city. The work is a reliable sample of what can be done in Utah. The subject matter of the volume is handled in a concise yet fully explanatory form, and with a simplicity that shows the author's thorough understanding of the ways of his subject. The specimens of books and blanks might be used to advantage by any well drawn, and the instructions are clear and complete. We commend the volume to all who wish to be thoroughly posted in the ways and wherefores of book-keeping. It is well printed on good paper, and is sold at the price of $1. The book is obtainable from the author, J. W. Whingates, Salt Lake City.

Deseret National Bank, DEPOSITORY. U. S.

SALT LAKE CITY, UTAH.

Capital, ... $500,000
Surplus, ... $250,000

J. R. Hills, President. Moses Thatcher, Vice-Prest.

—DIRECTORS.—
Geo. Romney, A. W. Carlson,
James Sharp, Geo. M. Hill,
W. H. McIntyre, John C. Cutler,
H. B. Eldredge, D. H. Peery,
John R. Winder,
David Keiles

H. S. Young, Cashier. SAFE DEPOSIT BOXES FOR RENT

THE.....

State Bank of Utah,

SALT LAKE CITY, UTAH.

HEBER J. GRANT, President.
WM. B. PRESTON, Vice-President
HEBER M. WELLS, Cashier.
CHAS. S. BURTON, Ass't Cashier

DIRECTORS:
Heber J. Grant, Heber M. Wells,
Lorenzo W. Young, Spencer Clawson
James Sharp, T. R. Jones,
Chas. S. Burton, Isaac Barton,
Wm. B. Preston,
A. W. Carlson

Commercial Banking in all its Branches.
ACCOUNTS SOLICITED.

SPECIAL ATTENTION GIVEN TO COUNTRY TRADE

B. H. Schettler,
Who does a . . .
General Banking Business
At No. 22 Main Street.
Opposite Co-op.
And pays per cent interest on deposits. Desires your accounts.

Established 1841. 150 Offices.
The Oldest and Largest.
R. G. Dun & Co.,
The Mercantile Agency.
GEORGE ORMOND, General Manager.
Utah, Idaho and Wyoming. Offices in Progress Building, Salt Lake City, Utah.

T. R. Jones & Co.,
. . BANKERS,
150 Main Street.

Wells, Fargo & Co.'s Bank,
Salt Lake City, Utah.
. . . Established 1852.
Buys and sells exchange, makes telegraphic transfers on principal cities of the United States and Europe, and all points on the Pacific Coast. Issues letters of credit available in the principal cities of the world. Special attention given to the selling of ores and bullion. Advances made on consignments at lowest rates.
Particular attention given to collections throughout Utah, Nevada and adjoining territories. Accounts solicited.
J. E. DOOLY, Cashier.

Walker Bros.
Bankers. . .
Established 1850. | Successors to the Union National Bank.
A General Banking Business Transacted.
Commercial National Bank.
Capital Paid in $200,000.
INTEREST PAID ON TIME DEPOSITS.
DIRECTORS:
Dr. Thos. Meyer, John J. Daly, O. J. Salisbury, Myriam C. Fox, Thos. Marshall, W. F. Nolde, George M. Downey, John W. Donaldson, Newell Bennett.

Dr. O. B. Hewett,
The Leading Dentist.
In the last 10 years nearly 30,000 children have had their first permanent teeth filled by me. Over 800 bridges all doing good work to-day. Filling and extracting without pain. Why not patronize the best?
THE BEST.

GUNPOWDER.
Let him now shout who never shot before, And him who always shoots shout the more.
HAZARD'S "Kentucky Rifle."
HAZARD'S "Trap Shooting."
HAZARD'S "Duck Shooting."
HAZARD'S "Mining and Blasting."
HAZARD'S brands the most reliable in the market.
Manufactured by
THE HAZARD POWDER CO.,
HAZARDVILLE, CONN.
Represented in Utah by
Salt Lake Hardware Co., Salt Lake City.

SALT LAKE AND OGDEN RAILWAY.
Daily Time Table in effect Sept. 26, 1897.

Leave Salt Lake.	Arrive Ogden.	Leave Ogden.	Arrive Salt Lake.
7:00 a m	9:40 a m	8:40 a m	11:20 a m
9:00 a m	11:40 a m	10:40 a m	1:20 p m
4:00 p m	6:40 p m	5:40 p m	8:20 p m
6:00 p m	8:40 p m	7:40 p m	10:20 p m

Additional Sunday and Holiday trains leave Salt Lake 11 a m and 11 p m. Leave Ogden 9 a m and 9 p m.
Loop rear cars on Lagoon.
Elegant equipment and startling features.
Watch for Excursion Trains.
Visit the Resorts.
H. W. Fairy, Passenger Agent.
Simon Bamberger, Gen'l Manager

OREGON SHORT LINE Railway.
Railroad and Steamship Tickets sold to all points.
TIME CARD IN EFFECT MAY 8, 1898.
Trains arrive and depart at Salt Lake City as follows:
DEPART.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and Park City . . . . 7:00 a m
For San Francisco, Ogden, Cache Valley and intermediate points . . . . 8:10 a m
For Ogden, Denver, Kansas City, Omaha, St. Louis, Chicago and intermediate points . . . . 4:25 p m
For Ogden, Butte, Helena, Portland and San Francisco . . . . 4:40 p m
*For Mercur, Eureka, Silver City, Ramond, Provo, Nephi, Salina, Milford, Frisco and intermediate points . . . . 7:30 a m
*Depot Harbor, Garfield Beach, Tooele and Terminus . . . . 7:45 a m
ARRIVE.
From Chicago, Omaha, St. Louis, Kansas City, Denver, Park City, Ogden . . . . 9:10 p m
From Helena, Butte, Portland, San Francisco, Ogden and intermediate points . . . . 8:05 a m
From San Francisco, Cache Valley, Ogden and intermediate points . . . . 7:35 p m
From Chicago, Omaha, St. Louis, Kansas City, Denver, Ogden and 238 a m
*From Frisco, Milford, Nephi, Salina, Provo, Mercur, Eureka, Silver City and intermediate points . . . . 8:05 a m
*From Terminus, Tooele and Garfield Beach . . . . 4:40 p m
*Trains south of Lehi run daily except Sunday.
Daily except Sunday.
CITY TICKET OFFICE, UNDER MASONIC HALL.
Cor. 2nd South and West Temple.
E. W. Eccles, General Traffic Manager.
W. H. Bancroft, Vice-President and Gen. Manager

CURRENT TIME TABLE.
Leave Salt Lake City.

No. 2—For Provo, Grand Junction and all points East	8:45 a m
No. 4—For Provo, Grand Junction and all points East	7:40 p m
No. 6—For Lehi, Provo, Spanish Fork, Manti, Richfield and intermediate points	8:00 a m
No. 8—For Lehi, Provo, Payson, Provo and all intermediate points	5:00 p m
No. 3—For Ogden and the West	9:10 p m
No. 1—For Ogden and the West	12:30 p m
No. 5—For Park City and intermediate points	8:00 a m
Arrive Salt Lake City.	
No. 1—From Bingham, Provo, Grand Junction and the East	12:30 p m
No. 3—From Grand Junction and the East	9:00 p m
No. 5—From Ogden, Provo, Farmington, Bingham, Manti and intermediate points	5:30 p m
No. 7—From Ogden and the West	8:05 a m
No. 2—From Ogden and the West	7:00 a m
No. 4—From Lehi, Provo, Provo and intermediate points	10:00 a m
No. 6—From Park City and intermediate points	4:30 p m

Ticket Office, 103 West Second South Street, (Postoffice corner.)

THE COLORADO MIDLAND RAILROAD
Two Through Trains Daily
Between Salt Lake City, Ogden and Leadville, Glenwood Springs, Aspen, Buena Vista, Colorado Springs, Denver and Pueblo. THROUGH CARS. Through sleepers on both morning and evening trains. This line, in connection with the Rio Grande Western, reaches Denver earlier than any other line via Colorado Springs. No change of cars or delayed trains. Take the Colorado Midland, the only line running through the Royal Gorge and grandest scenery in Colorado. For full information call on R. L. Wood, Agent, Salt Lake City.
W. F. BAILEY, Gen. P. A., Denver, Colo.
O. A. BROWN, Gen. Agent, Salt Lake City.

TO THE EAST.
Chicago,
Rock Island & Pacific Railway.
The Rock Island is foremost in adopting any idea or device to improve the speed and give that luxury, safety and comfort that the popular patronage demands.
Its equipment is thoroughly complete with vestibuled trains.
Best Dining Car Service in the World.
Pullman Sleepers, Chair Cars, all the most elegant and of recently improved patterns.
To speculate also—

First Time, Courteous Employes, First Class Equipment and First Class Service Given.
For full particulars as to Tickets, Maps, Rates apply to any Coupon Ticket Agent in the United States, Canada or Mexico, or address
JOHN SEBASTIAN, G. P. A., Chicago.
T. J. CLARK, Traveling Passenger Agent, 104-105 Dooly Building, Salt Lake City.
J. A. BENTON, Local Agent, 46 W. Second South.

THE PEOPLE'S FAVORITE.
Union Pacific, Overland Route, World's Pictorial Line.
Leave Salt Lake City.
"The Overland Limited" for Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City . . . . 7:00 a m
"The Fast Mail" for Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . . 4:25 p m
Arrive Salt Lake City.
"The Overland Limited" from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Park City . . . . 3:10 p m
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . . 9:30 a m
City Ticket Office, No. 201 Main Street.
Telephone No. 665.
Only one night on the road to Omaha, two nights to Chicago, via the Overland Limited. Under limit additional.
The Union Pacific is the only line through Salt Lake City with through sleepers, and the only line operating Buffet Smoking and Library Cars, with 21 and 22 hours quicker time to Missouri River and Chicago than competitors.
H. M. Clay, General Agent.

Burlington Route
Two trains a day to Chicago
Day train—CHICAGO SPECIAL—
Leaves Denver . . . . 9:00 a.m. same day
Arrives Omaha . . . . 8:35 p.m. next day
Arrives Chicago . . . . 8:15 p.m. "
Only 27½ hours, Denver to Chicago; 55 hours, Denver to New York.
Night train—Vestibuled Flyer—
Leaves Denver . . . . 6:00 p.m.
Arrives Omaha . . . . 1:00 p.m. next day
Arrives Chicago . . . . 7:00 a.m. "
Arrives St. Louis . . . . 7:15 p.m. "
Tickets at offices of connecting lines.
L. A. BENTON, Ticket Agent, 15 D. W. Ry., Dooly Block.
R. F. NESLEN, General Passenger and Freight Agent.
W. E. McMILLAN, General Agent, 214 S. W. Temple St., Salt Lake City.

We Insure You
A safe, pleasant and comfortable journey on one of the finest vestibuled trains in America. The limited trains on the Erie, between CHICAGO AND NEW YORK are without a peer, and are
FREE
Of any Extra Charge. Don't forget it's the Erie, leaving Dearborn station, Chicago. City ticket office, 243 Clark Street. Going east or west you are on the train
FOR ONE NIGHT
And a day, and have all the comforts of home.
The Scenic Line of the World.
Denver & Rio Grande Railroad.
Two Daily Fast Express Trains to Glenwood Springs, Leadville, Pueblo, Colorado Springs, Denver and all points East.
EFFECTIVE JANUARY 1st, 1898.
Train No. 2 leaves Ogden 8:30 a. m., Salt Lake 9:30 a. m., arrive at Pueblo 6:25 p. m., Colorado Springs 7:05 p. m., Denver 9:30 p. m. Train No. 4 leaves Ogden 6:30 p. m., Salt Lake 7:30 p. m., arrive at Pueblo 4:25 p. m., Colorado Springs 5:05 p. m., Denver 7:30 p. m. Solid vestibuled trains with free chair cars between Ogden and Denver with all lines east. Elegant day coaches and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.
A. S. Hughes, Traffic Manager, Denver, Colo.
E. E. Nelson, Gen. Pass. Agt., Denver, Colo.
S. K. Hooper, G. P. & T. A., Denver, Colo.
R. M. Atkinson, Gen. Agent, Salt Lake City.

ESTABLISHED 1866.
JOSEPH E. TAYLOR,
PIONEER
UNDERTAKER
OF UTAH.

Manufacturer and dealer in all kinds of Metallic, Wood and Cloth Covered Coffins and Caskets.
Full line of Coffin Furnishings kept constantly on hand.
Telephone and telegraph orders promptly filled.
Open Day and Night.
Factory and Warerooms No. 329 E. 1st South, 1½ blocks east of Theatre.

BIBLES
The Very Finest Assortment of Bibles west of the Missouri River can be seen at the DESERET NEWS office. Prices range from $1 00 upwards. Call and make a choice. SALT LAKE CITY, UTAH.

PROFESSIONAL
H. A. SMITH. R. A. SHIPP.
SMITH & SHIPP,
Attorneys-at-Law.
Offices: Constitution Bldg., Salt Lake City.

RAY VAN COTT,
Attorney-at-Law.
Room 201 City and County Building.

L. M. WADDELL & THOMAS ADAMS,
Attorneys-at-Law and Land Attorneys.
327-328 McCornick Block, Salt Lake City.

ALEX. McMASTER,
Attorney-at-Law and Justice of the Peace.
Rooms at-a-Commercial Block.

PARLEY P. CHRISTENSEN,
Attorney-at-Law.
Rooms 20, 30 Commercial Block, Salt Lake City.

A. MINER,
Attorney-at-Law.
Rooms 339-40 Constitution Building, Main St.

J. L. Rawlins. J. H. Hurd.
RAWLINS & HURD,
Attorneys-at-Law.
Rooms 23, 26 and 27 Hooper Building, Salt Lake City.

RICHARD W. YOUNG,
Attorney-at-Law.
32 Main St., Salt Lake City.

DR. J. THOMAS,
Dentist,
48 South Main Street, Salt Lake City.

KEY TO HEALTH
1 or 2 of Gray's Laxative Pellets taken at night will produce a healthy action in the morning, dispel colds and prevent sickness.
25c at Drug stores

NOTICE OF SALE UNDER TRUST DEED.

Whereas, on the 24th day of April, 1897, The Buckeye Mining company, a corporation, and John Beck, for a valuable consideration, made, executed and delivered to the Salt Lake Commercial & Savings Bank, their certain promissory note, by the terms of which they promised to pay to said Salt Lake Commercial & Savings Bank six months after said date, the sum of three thousand (3000.00) dollars, together with interest thereon at the rate of ten per cent per annum.

And Whereas, on the said 24th day of April, 1897, the said Buckeye Mining company, a corporation, and John Beck, duly executed and delivered to Thomas W. Jennings, trustee, for the purpose of securing the payment of said note, together with interest thereon, its certain trust deed, by which it conveyed to the said Thomas W. Jennings, trustee, the following described property, situated in Junk county, State of Utah, to-wit:

The Vindicator mining claim, the Parallel mining claim, the Parallel mining claim, the Buckeye mining claim, and the Beck No. 1 mining claim, all situated in the Tintic mining district, in said county and state, and being Unit-No. 1 mining claim, all situated in the Tintic mining district, in said county and state, and being Units of Survey of Mineral survey No. 2338, which said trust deed was duly witnessed and acknowledged so as to entitle it to record, and was on the 30th day of April, 1897, duly filed for record and recorded in the office of the county recorder of Juab county, State of Utah, in book No. 40, at page 138, of Records of Deeds.

And Whereas, said trust deed provided that in case default should be made in the payment of said note, or any part thereof, or of the interest thereon, as the same should become due and payable, that the said trustee should proceed to sell the said described property, or any part thereof, at public auction to the highest bidder for cash, at the front door of the Salt Lake County Court House, in Salt Lake City, Utah, or at the front door of any building then used for that purpose, first giving twenty days' notice of the time, place, terms and place of sale, and the property to be sold by advertisement in some newspaper printed in the English language, and published in the Salt Lake City, Utah. And out of the proceeds of such sale pay the expenses of said trust, including reasonable attorney's and counsel fees, and compensation to said trustee, together with the amount due upon said note.

And Whereas, default was made in the payment of said note when the same became due. And Whereas, the said Commercial and Savings Bank, Utah Commercial and Savings Bank, the present owner and holder of said note has requested the undersigned trustee as aforesaid, to sell the said property, and the undersigned trustee, conferred upon it by said trust deed, has appointed him by said trust deed, has appointed him by said trust deed, has appointed him