UNCLE SAM'S BARGAIN.

WHAT HE GOT IN THE PANAMA SCRAP HEAP IS VALUED AT MILLIONS.

A Trip Through the French Shops, Warehouses and Yards-Five Hundred Acres of Valuable Machinery-Fortunes in Brass, Copper and Zine-Steam Dredges and Lock Material of Enormous Values -Hundreds of Lo. comotives, Thousands of Cars and Cords of Steel Rails-How the French Kept Their Accounts—A Tour of Inspection with the Paymaster Tobey And the Chief Mechanical Engineer.

(Special Correspondence of the Deseret News by Frank G. Carpenter.)

(Copyrighted, 1905, by Frank C. Car-ANAMA,-When Uncle Sam bought the Panama canal for \$40,000.000 he got the right of way across the isthmus, the Panama railroad, a scratch through the mountains, a lot of old buildings and a scrap heap. This letter deals with the scrap heap. In others I may show what he got with the Panama railroad, the hundred of thousands of acres that came with the canal, the millions of dollars' worth of valuable digging represented by the scratch through the mountains, and also the worth of the 3,000 old buildings in the work of the present. Each forms a separate part of Uncle Sam's bargain, the best he has made since he bought Louisiana of Napolcon more

A SEVEN-MILLION-DOLLAR SCRAP HEAP.

than a hundred years ago.

In order to show you just what the scrap heap is worth I have gone with Paymaster Tobey, the chief of the department of material and supplies, in a special train over the isthmus, visiting warehouse after warehouse and yard warehouse after warehouse and yard after yard, examining the material as it lies upon the shelves and out in the open. I despair of giving you an adequate idea of its quantity and variety. There are, all told, 115 great storehouses, fifteen enormous warehouses and 41 parks scattered at different points up and down 100 square miles of territory, reaching from the Atlantic to the Pacific.

The contents of the buildings and yards are so great that I venture they would cover, if they could be spread out in one place, a 500-acre farm, as deep as your waist, and leave plenty over for a force in the second second. over for a fence twice that high around

ne edges. These materials have all been inventoried by the French, and in their bal-ance sheet they are valued at \$20,000,000. This is a book estimate: but our experts tell me that they are really worth one-fourth that amount to us, for use and for sale. In the purchase of the canal this stuff was not counted; but Admiral Walker, the chairman of the commission, insisted that it be thrown in for good measure. As a result we got it for nothing, and the admiral thereby saved the United States just \$7,000,000.

THE FRENCH ACCOUNT BOOKS. The idea prevails that the French kept no accounts of anything, that they took no care of their machinery and that everything we received was rust-ed and rotten. This is not so. The best of their machinery was kept under

best of their machinery was kept under cover, much of it was painted with white lead, while coal oil was squirted over bolts, nuts and journal boxes to keep them from rusting.

As to bookkeepers. I doubt whether the French have their equals. I looked yesterday over the ledgers which contain a list of these supplies. The pages are like copper plate engraving and the tain a list of these supplies. The pages are like copper plate engraving and the system of accounts is perfect. There are eighteen of these books, each as high as a table, as thick as the foligest family Bible and as heavy as a tenyear-old boy. Each is bound with brass plates at the top and bottom, making it look more like the missal of a more than a business account. monastery than a business account ook. To give an idea of the size I

books open while I photographed it.
Each ledger contains 500 pages. There
are 18 books, so that they have, all told,
9,000 pages, all covered with figures.
Paymaster Tobey says that duplicates of these books were kept in Paris, and that the hundreds of thousands of items scattered through the store houses, sheds and parks are so carefully labeled to correspond with the ledgers that he can give an order from them and be sure that the supplies will be found in the store house as here regis-

The system of account keeping is much the same as that of the United States navy, and the books are of great value to the material and supplies department, which has to know where everything is and be ready to furnish it at a moment's notice, whether it be a pound of nails, or a pair of scissors, a steam barge or a locomotive.

THE FRENCH BALANCE SHEET. Before I take you through the shops

let me mention some of the larger items on the French balance sheet. The small ones are so many that their names alone would fill a page of this news-paper. We have here on hand 57 barges, 38 yawls, and 21 steam launches. There are 273 iron cranes, 800 big pumps of various kinds, 189 rock drills and 140 steam winches. There are 14 bridges, valued at almost \$1,000,000: 10 electric machines, 12 planing machines, 151 punching machines and all sorts of machines for sheaving tron riveting and

machines, 12 planing machines, 161 punching machines and all sorts of machines for shearing iron, riveting and bolt screwing.

There is a floating drill apparatus valued by the French at over \$30,000, a boring machine at \$10,000, a section dredge worth \$7,500 and other dredges running up into the millions. As to the cars and locomotives, they are of every description. There are 34 American locomotives valued at \$200,000 and 212 Helgian locomotives valued at \$5,000,000, together with a lot of Decauville locomotives for hauling dump cars over the little narrow gauge Decauville track. There are steel rails enough to lay 179 miles of standard gauge, and more than 65 miles of narrow gauge. There are 5,000 dump cars, the most of which can be used; and there are 5,000 trolleys for carrying dirt away from the canal. The most of the railroad material is good and the dump cars are now being repaired and remodeled. now being repaired and remodeled. The locomotives, when cleaned and oiled, are found to move all right; and the engineers tell me some of them are even better than any which can be overlased today. be purchased today.

OUR BIG FRENCH DREDGES.

My trip over the canal was made in company with Paymaster E. C. Tobey, the chief of the material and supplies department, Paymaster V. S. Jackson, his assistant, and Mr. Carl A. Strom, the mechanical e neer in charge of all the machinery or) the isthmus.

We began at Colon and traveled from station to station, taking plenty of time to go through the larger warehouses and to investigate the condition of, the materials there stored. We examined the steam dredges lying out in the open, both at Colon and La Boca, These are now being repaired and they will open, both at Colon and La Boca. These are now being repaired and they will soon be doing active work on the canal. At Colon we inspected one dredging vessel made of steel which was 200 feet long and 40 feet wide, and which is worth to Uncle Sam as it stands \$75,000. It has three enormous cranes on it, one of which will lift 25 tons. The barge is equipped with engines and the only repairs needed are at different places in the hull. This is covered with barnacles, which must be scraped off and the holes made by the sait water patched up.

patched up.

Next this vessel lies a Scotch dredge with a chain of great dredging buckets upon it. It is practically whole and Paymaster Tobey estimates that it is worth about \$100,000. Each bucket will carry a barrel of material. The chain to which the buckets are fastened is made of links weighing, I judge, 100 payings each.

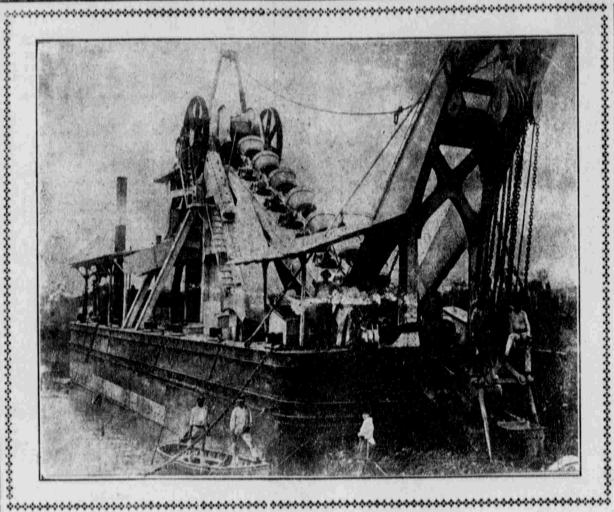
made of links weighing, I judge, 100 pounds each.

Standing on this Scotch dredge I counted 40 other vessels belonging to the canni from where I stood. Some were sunk in the water with only their tops showing, others were floating, but all can be raised and used. These vessels are worth all the way from \$50 each for scrap iron up to \$100,000 each, for use in the excayation of the canal.

At La Boca, the Pacific end of the canal, we saw three great dredges lying in the mud. Any one of them must have cost in the neighborhood of \$259,000. All are in good condition above the water line and all float at high tide. Some of these are now being treated so as to prevent deterioration until it is determined whether they can be used in the canal work. In addition there are 11 dredges in the canal which have are 11 dredges in the canal which have cost altogether in the neighborhood of \$2,000,000, and there are also several auxiliary vessels. In the La Ecca shops a marine engine, which has been dragged up from the botom of the canal, is being overhauled for use in a steam launch of the quarantine service, and the Jamaican boilermakers are now working there upon a carra lighter 110 working there upon a cargo lighter 110 feet long, 24 feet beam and 8 feet in depth, while in the same building other workmen are putting together a steam launch which was brought down from the Culebra cut 12 miles away.

THE SHOPS AT COLON.

I despair of describing the ware-ouses. Those we visited at Colon covered at least 10 acres, some of the buildings being 700 feet long. These buildings are roofed with galvanized



A PART OF OUR GREAT FRENCH SCRAP HEAP. The "City of Paris," Ten Miles From Panama, Original Cost \$300,000.

they are equal to just so much money in the making of the canal, as all sorts

of dams and other concrete construction are demanded, Mechanical Engineer Strom tells me that two men can in

They are lined with shelves and | 10 concrete mixers with staffonary en- | across the Changres or some of its tribed into sections by cases contain- | gines. These have never been used, and | utaries. iron. They are lined with shelves and divided into sections by cases containing all sorts of materials. Some articles are carefully wrapped in paper, others stand upon the floor, and others hang from the roof. I noticed for instance, 1,000 coal oil torches for night work, tied to the rafters. Just below was a small haystack of lamp wicks, and about a carload of glass chimneys. Along the side walls were bins of nails and screws and above chimneys. Along the side walls were bins of nails and screws and above them several car loads of tool handles. In that one warehouse are enough brads to stock the hardware stores of New York state, in addition hogsheads upon hogsheads of zinc tacks for roofing. Faymaster Tobey estimates that there is at least \$250,000 worth of stuff in that Westernament. in that warehouse.

FORTUNES IN BRASS AND COPPER In one place I saw \$10,000 worth of the one place I saw \$10,000 worth of sheet copper in plates as large as a library table, and farther on piles of zinc and sheets of lead. There are tons of copper bars to be used in the repair of machinery, great quantities of brass and bale upon bale of steel and brass wire. There are warehouses at wire. There are warehouses at Ancon which contain similar material, and also of other stations along the line of the railroad. Some of the raw metal on hand is worth from 18 to 20 cents pound, and it is remarkable that it as not been carried away.

HEAVY MACHINERY WORTH MILLIONS.

Leaving Colon, we walked through acres covered with car wheels and galvanied iron water pipe to the train and went to Monkey Hill. There we visited a storebouse which cost about \$49,000 to build. It is 15 years old, but is in excellent shape both as to roof and floor timbers, and \$2,000 or \$3,000 will put it in thorough repair. Standing at put it in thorough repair. Standing at the entrance one seees a great expanse of iron plates, wheels and heavy machinery, every bit of which can be used in our work. There is a vast deal of Efffel lock stuff which is as good as when it was laid down. It originally cost millions. A railroad track runs through the washeave and it has all through the warehouse, and it has all the facilities far handling heavy ma-

Lying outside of it are thousand of Decauville car wheels, rails and heavy machinery. Inside are shearing ma chines, pumps and lathes. There are

utaries.
Mr. Tobey thinks this warehouse too valuable to be used as a shed to cover old machinery. He says its present contents will be taken out and the structure formed into a great warehouse for the canal work.

one week fit these machines for actual work, and he says that they will probably mix 100,000 barrels of cement within the next few years. In addition to this material the building contains three span bridges ready to be put

yards in which their heavy machinery was stored out of doors. There are a was stored out of doors. There are a number of these parks, each containing about 10 acres, and each covered with structural material of various kinds, worth altogether hundreds of thousands of dollars. Here is a pile of iron plates, and there one of steed rails laid up like cord wood; here are sheets of zing. like cord wood; here are sheets of zine, there bars of iron, and farther over enough galvanized iron plates, it would seem, to roof Uncle Sam's strip. The galvanized iron here is superior to any made now. It is better coated with zinc and will last much longer than ours. That on some of the buildings is 25 years old and still good. In these parks are to be seen acres of car wheels and iron cars of various kinds. I noticed some poultry wire in one yard and ticed some poultry wire in one yard and in another a great stack of telegraph

LOCOMOTIVES AND CARS AT

BOHIO. Everywhere we went we saw locomotives, and in many places steel rails. Indeed, there are said to be enough steel rails here to furnish more than 200 miles of track. The railroad locomotives are usually good, and many are already in use. Some were made in Belgium, and Mr. Strom says that they would now cost about \$8,000 apiece. Some of these have been repaired for \$250 each,

these have been repaired for \$250 each, and they work as well as if new.

At Bohlo I was shown a large locometive crane, of which there are 267 on the isthmus. New ones would cost at least \$6,000 apiece, but the French cranes are in good condition, and the mechanical engineers are adapting them to our work. to our work.

In this same place there is about a In this same place there is about a quarter of a million dollars' worth of dump car trucks, and also some engines, which would cost in the neighborhood of \$10,000. The latter are lying out in the sun, but the metal is in good condition, although the wood has been eaten away by white ants. This machinery will be cleaned, repaired, and put into use. In the sheds nearby are boilers for engines of various kinds. They are on wheels and can easily be moved to the machine shops.

As I went through one warehouse, I

moved to the machine shops.

As I went through one warehouse, I scared a flock of bats out of a locomotive, and upon testing another was attacked by a swarm of yellow jackets which had made its nest inside the boller. Lizards, including iguanas, were crawling here and there among the car wheels, and we had to walk carefully for fear of snakes. for fear of snakes.

MICHINE SHOPS AT TAVERNILLA. IN MONKEY HILL PARK.

Not far from this is what is known as Monkey Hill park. The word park was used by the French to indicate the

tools, many of which are set up and ready for work. Almost none of the machinery has been used. It is all painted, and it looks as though it were marshaled for sale rather than for work, but this is so with almost all of the machinery and supplies.

In an adjoining shop we saw a lot of belt conveying machines. By means of stationary engines the excavated dirt can be thrown on these belts and thus curried out over the banks to the dump, ing grounds beyond. It is a curious thing that the French tried to dump on the level and when their canal banks became high, they carried the stuff over the banks to the lower places farther on. The Americans will dump in the valleys and will make gravity do much of the work.

Near these engines, standing out in the open, are a large number of stationary engines used for operating trolley ropes to carry the earth. In buckets away from the canal. They will be of no use for the purpose for which they were intended, but the mechanical department may be able to do something else with them. There are also holsating machines lying in the bushes, which are in good condition, with the exception of the wood work. Indeed, all of the French machinery is so well made that it will stand the wear and tear of the isthmus much better than ours. The trouble with much of it is that it has become absolved not the search as a become absolved now the beauty and the become absolved now the beauty and the search and tear of the isthmus much better than ours. The It will stand the wear and tear of the isthmus much better than ours. The trouble with much of it is that it has become obsolete, new labor and timesaving inventions having taken its place. The result is that a great deal of excellent stuff will have to be thrown on the scrap heap, while parts will be saved to repair new machines.

There is, however, much machinery here which is as good as any in use today. Mr. Strom showed me an engine-lathe worth \$700, which is equal to any of the same size now made, and a punching shear which, he said, would cost \$500, and which is as good as any

cost \$500, and which is as good as any

"RESULTS" THE WATCHWORD.

Indeed, it takes brains and good judgment to know what to do with his stuff. Paymaster Tobey appreciates its value, and so does Chief Engineer Wallace and his mechanical engineers, who are practical men from the biggest rail, road shops of the country. They are all taking advantage of everything that can be possibly used. The one demand of the chief engineer as to such things is results; and his men understand that a machine, to have a place in the cansi work, must do its duty in the shortest possible time, and at the least possible cost in the way of repairs, fuel and operation. Indeed, the only open sesame here is 'results.' Every man and every machine is being weighed in the balance, and if found wanting he or it will very soon go to the scrap heap.

FRANK G. CARPENTER. "RESULTS" THE WATCHWORD.

SUGGESTIONS FOR SPRING

Useful Articles that Make House Cleaning Easier—At Little Prices.

Garden Tools at Reductions Averaging ONE-HALF.



TINWARE.

8 in. milk strainers with rim, regu-regular price, 20c to 75c; sale sale price 2 qt. drinking cups, regular price, 70

3 qt. milk kettles with side bandle, regular price, 45c; sale price, 11c qt. milk kettles with side handle, regular price, 45c; sale price, 16c qt. milk kettles with side handle, regular price, 50c; sale price, 18c 8 qt. milk kettles with side handle, regular price, 50c; sale price, 21c

regular price, 60c; sale price.21c qt. round covered palls, with wire

handles, regular price, 10c; sale gt. round covered pails, with wire

handles, regular price, 20c; sale

price11a

idles, regular price, 15c; sale



SCRUB BRUSHES.

No. 2 Routh rice root scrub brushregular price, 10c; sale All bristle stove brushes, regular price, 35c; sale price14c No. 190 All white bristle counter brushes, regular price 90c; sale brushes, regular price, 75c; sale

brushes, regular price 40c; sale All bristle floor brooms for clean-price 65c; sale price22 Spring curry combs, regular price



Best Jet knife sharpeners, regular price, 35c; sale price18c



CARDEN TOOLS, Etc.

Ladies' garden hoes, all steel, regular, price, 50c; sale price 26c Weeding rake and hoe combined all steel, regular price, 50c; sale tooth Malleable garden rake, with brace shank, regular price 50c; sale price21c 0 tooth Malleable garden rake,

regular price 800; sale price. 600 4 tine, 4 ft. handled manure fork. regular price, \$1.00; sale price

11 inch chopping bowls, hardwood, regular price, 15c; sale price. 9c 13 inch chopping bowls, hardwood, regular price, 25c; sale price. 16c 15 inch chopping bowls, hardwood, regular price, 35c; sale price. 21c 17 inch chopping bowls, hardwood.

1 lb. round butter moulds, regular
2 lb. round butter moulds, regular
186 price, 40c; sale price 18c
Dash churns, best cedar, 4 gals
regular price, \$1.15; sale



Lightning raisin seeders, regular price, \$1.10; sale price40c



STEP LADDERS, Etc.

price, \$1.25; sale price pattern, regular price, \$8,50 0; sale . \$5.65

pattern, regular price, \$8.50; sale price

No. 2 Round Western wash machines, regular price, \$4.00; sale price

S2.50

Blizzard loe Cream freezers, best material, 1 qt. regular price, \$1.50; sale price

\$1.50; sale price

\$2.00; sale price

\$2.00; sale price

\$2.00; sale price

\$2.20; sale price

\$1.27

Blizzard loe Cream freezers, best material, 3 qt. regular price, \$2.25; sale price

\$2.75; sale price

\$2.75; sale price

\$3.75; sale price

\$3.75; sale price

\$2.20

Blizzard loe Cream freezers, best material, 4 qt. regular price, \$2.71

Blizzard loe Cream freezers, best material, 6 (2, regular price, \$3.50; sale price

\$3.50; sale price

\$3.75; sale price

\$2.20

Blizzard loe Cream freezers, best material, 6 (2, regular price, \$2.20

Blizzard loe Cream freezers, best material, 8 qt. regular price, \$2.50; sale price

\$3.75; sale price

\$2.89

No. 110 Winner clothes wringer, regular price, \$2.50; sale price

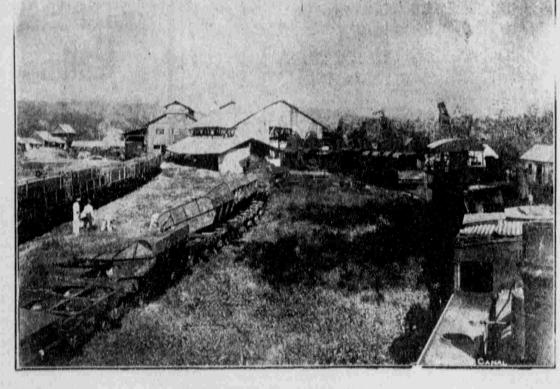
\$1.23 regular price, \$2.50; sale No. 110 Windsor clothes wringer guaranteed 2 years, wegular 32.50; sale price No. 631 Brighton clothes wel

No. 631 Brighton clothes wringer, guaranteed 2 years, regular price, \$4,50; sale price \$2,21
No. 110 Riverside clothes wringer, guaranteed 1 year, regular price, \$2,75; sale price \$1,72
No. 112 Riverside clothes wringer, guaranteed 1 year, regular price, \$3,50; sale price \$2,90
No. 110 Brighton clothes wringer, guaranteed 1 year, regular price, \$2,60; sale price, \$1,64
Small size wood tubs, regular price, \$2,60; sale price \$1,64
Small size wood tubs, regular price, \$6; sale price \$2,60; sale price \$3,50; sale p

WE ARE COING OUT OF BUSINESS.

UTAH STOVE & HARDWARE CO.

34 to 36 East First South St.



THE CANAL SHOPS AT EMPIRE, PANAMA,

Some of the Machinery That Uncle Sam Got With His Big Ditch Rights.

GODBE PITTS.

PRESCRIPTION DRUGGISTS, 101 MAIN ST.

A Silver Plated Buts ter Dish for \$1.50 ee McConahay's Bar-

gain Show Window.

41 W. Second South.

25 % Discount on all Dental Work

Until March 1st, for ABSOLUTELY PAINLESS dentistry.

ELECTRO DENTAL COMPANY.

Corner Second South and State. Rooms 14, 15, 16 Galena block. Dr. White, manager. Phone, 1166-x. Open till 6 every day.