and 15 persons were killed, while the list of seriously injured was not large.

He said: "The Indianapolis sleeper was the last car of the train. No person on it was hurt. Five injured were taken to the hospital at Kankakee. One of them died on the way.

"The survivors were put aboard the next train for Indianapolis. It was necessary to send this train back to Schaaf and over the Lake Erie Western and Chicago and Eastern Illinois to get back on the main line for Indianapolis. Some of the passengers wished to go back to Chicago and were sent there.

"We sent a wreck train from here at 5 a. m., but the train from Kankakee was there ahead of it.

"Our information is that No. 38 ran past the block at Fowler, probably because of the fog."

COLLISION WAS HEAD-ON.

Chicago, Jan. 19.—Passenger train No. 38, eastbound on the Big Four railroad, collided head-on with westbound freight train No. 95 at Fowler, Indiana, a small town 28 miles west of Lafayette, at 2:30 o'clock this morning, killing and injuring a number of persons, variously estimated at from 12 to 25.

The passenger train, which left Chicago at 11:30 last night, was known as the Queen City special and consisted of a combination baggage and day coach, three sleeping cars and the private car of C. E. Schaaf, vice president of the road.

The train was running at the rate of 50 miles an hour when the accident occurred and the force of the collision was so great that the tender of the passenger engine was driven the entire length of the combination car in which were a number of passengers, estimated at from 15 to 25. All the dead and injured were taken from the wreckage of this car, none of the passengers in the sleepers having been hurt.

Soon after the collision the wreckage caught fire from the engine, and all the coaches except the private car of Vice President Schaaf were destroyed.

Paul D. Harris, an attorney of Chicago, who was enroute to Florida, was so far as known, the only person to escape from the combination car. He reached Lafayette on another train and reported that the dead and injured, as fast as they were taken from the wreckage, were placed in the first sleeper—the Cincinnati sleeper. This car caught fire and the victims were removed to the next car—the Indianapolis sleeper. The fire also spread to this car and it became necessary again to transfer the dead and injured, this time to Vice President Shaaf's private car, in which they were taken to division headquarters at Kankakee, Ill. One of the passengers was pinned under some of the wreckage and burned to death.

The engineer of the passenger train was seriously injured, but will survive. The fireman of one of the engines was crushed to death. His body was recovered.

According to Mr. Harris, both trains had orders to stop at Fowler, but the passenger train ran by the block signal, which the engineer failed to see owing to the fog.

Vice President Schaaf was not on the train, but his wife occupied the private car. Mrs. Schaaf was not injured.

SCHOOL BOARD REPLIES TO DR. JORDAN'S STUDENTS.

San Francisco, Jan. 18.—The members of the San Francisco board of education tonight issued statements in reply to the address made last night by David Starr Jordan on the Japanese school question before the Unitarian club, in which the president of the Stanford university is vigorously denounced by the local school board.

Dr. Jordan in his remarks before the Unitarian club, said that the foreign policy of the United states has always been directed by gentlemen, declared that the San Francisco school question is a thing of minor concern, the exclusion of the Japanese children unfair and uncalled for, and continuing said:

"The San Francisco school board had no reason for passing that segregation order; but those of us who live here know that the San Francisco school board does not need to have a reason for anything it does. Shall the foreign policy of the United States be directed by a gentleman or shall they be directed from within the shadow of San Quentin?"

The statement issued by the board of education calls Dr. Jordan's remarks "untruthful and malicious" and declares that if he has been correctly quoted, President Jordan "subscribes to a living lie."

The mildest term applied to Dr. Jordan's criticism of the school board is that his action was ungentlemanly.

Lawrence F. Walsh, president of the board of education, in his statement, bitterly arraigned Dr. Jordan and declared that if he cannot bring evidence in proof of some of his assertions, the president of the Stanford must stand before the world as a "perjurer and calumniator."

EUGENE LACHATRE DEAD.

He Fired the First Cannon in the War Of 1870.

Paris, Jan. 19.—Eugene Lachatre, who fired the first cannon in the war of 1870, has just died at his home in Mont Lucian.

NEW PARTY IN CUBA.

Havana, Jan. 19.—A new party has been formed here, which is arranging to adopt a platform demanding negotiations with the United States for a treaty of friendship, commerce and political treaty guaranteeing freedom to Cuba and also guaranteeing that revolutions will be impossible.

ENDORSES ROOSEVELT.

Little Rock, Ark., Jan. 18.—Senator Legate, the only Republican member in the senate of this state, presented a resolution today, indorsing the action of President Roosevelt in dismissing the companies of the Twenty-fifth infantry, participating in the Brownsville rioting. The resoultion was unanimously adopted.

Rra

¶It is hardly necessary for us to mention overcoats.

¶Just feel of the weather. What we want to call attention to is the quality and the price.

¶Look in today and see what a 25% reduction means on Hart Schaffner and Marx clothes.

Richards-Madsen Co.

172 SOUTH MAIN STREET

FIRE THREATENS THE TEMPLETON

Hundreds of Excited People Witness Bad Blaze in Well Known Business Block.

SEVERAL FLOORS FLOODED.

Indications That Water Will Cause Quite as Much Loss as the Devouring Flames.

What promised, at press time, to be a serious fire was raging in the Templeton building. It started at 2:20 o'clock. All branches of the fire department responded, and found plenty to do. Tenants rapidly left the place, hurling their goods out of the windows, and the streams run from emergency hose in the building, and from the department hose soon had the floors flooded, while the ceilings were dripping with water clear to the ground floor.

Firemen scrambled up the fire escape on the north side to the roof bringing still another hose to play, and by 2:40 the fire was under control on the fourth floor but was still blazing fiercely on the fifth and sixth floors.

It was confined at that hour almost entirely to the mail chute, which is of wood, and which was blazing from the fourth to the Sixth floors, with smoke and fire bursting out of the roof on the south side, and out of many fourth and fifth story windows.

Great excitement was noticeable among the tenants. One hero of the hour was certainly the elevator boy. He worked his machine at full speed, running trip afetr trip up into the dense smoke of the sixth floor, bringing women down, and carrying office holders up to try to get personal effects. The boy's face became browned with the smoke, while his eyes streamed with tears. He smiled, however, through the excitement, and kept cool, while he never hesitated to shoot the machine up once more among the flames and smoke.

A great crowd gathered rapidly, which blocked the street from the Brigham Young monument to near the Eagle gate.

At 2:35 p. m., the firemen had apparently got the fire under control, and were pouring a strong stream down the waste flue where the fire had originated. The water was pouring in a heavy spraying stream down the elevator, and flooding the floors below the sixth and doing a great deal of damage. The flames were confined by the department to the immediate vicinity of the flue.

The building is largely occupied by professional people, such as doctors, dentists, artists and musicians and many of them will lose heavily.

IN JUDGE DIEHL'S COURT.

Demurrer Filed in Saloon Cases Sustained—Big Vag Jailed.

Judge Diehl had what might be termed an easy session in his court this morning, for the reason that but a few cases were called and none of them developed into a legal contest.

Jim Montgomery, six feet tall and weighing in the neighborhood of 210, apparently big enough and strong enough to be an opponent of Jim Jeffries, meekly entered a plea of guilty to the charge of vagrancy, it being alleged that he had begged on the streets. His portion, as pronounced by the court, will be 30 days on the city rock pile.

C. Belerious, a Mexican, charged with striking one William James, a bartender, on the head with a beer glass, pleaded guilty to battery and wa assessed $25, in default of which he will be an inmate of the city jail for and during a period of 25 days.

In the case of several saloon keepers charged with violating the Sunday ordinance, a demurrer to each complaint was filed by Atty. Soren X. Christensen, counsel for defense. Mr. Christensen contended that, while the complaints alleged that the defendants had disposed of, or sold, liquor on Sunday, the allegations did not set forth to whom the intoxicants were sold, and that this must be done before the complaint could be held good. The court sustained the demurrer and it is now up to the city to either amend the complaints or take an appeal to a higher court.

SILVER TROPHY STAYS IN UTAH

(Continued from page one.)

kets in from 24 to 48 hours less time than we can today.

"A little more than two years ago the Humane societies of the United States thought they saw a chance to do something that would be of great benefit and comfort to the animals that were being shipped to the markets for slaughter, and petitioned and insisted that the secretary of Agriculture put into effect the 28-hour law that had lain dormant on our statue books since 1873. This perhaps, was done on the part of the Humane societies with the very best intentions, but was done on theory, not on actual experience; then it was our troubles commenced. Railroads were notified that if they kept live stock on the trains longer than 28 hours, they would be prosecuted; therefore they proceeded to enforce this law, which is proper and right they should. This added to the tonnage systems that the railroads had put into effect a year or two prior, ruined the handling of livestock with any degree of satisfaction, making it more inhumane to the poor dumb animals than ever before.

MERELY A FREIGHT TRAIN.

"A stock train is considered merely as an ordinary freight train, and is usually loaded beyond the capacity of the engine, making it impossible to make any reasonable speed. In my judgment, this tonnage system that has been inaugurated by the railroad companies—at least so far as live stock is concerned—should be prohibited by law. My experience along these lines will compel me to speak particularly of the Union Pacific, as it is over this route I have to ship my stuff.

"A stock train of 25 or 30 cars is turned over to the Union Pacific at Green River; and often from 10 to 20 more cars of dead freight added to this to make up the tonnage, and you are stared out for the east; you are seemingly sidetracked for most everything you meet, and by the time you make the next feeding place, if you make 10 or 12 miles an hour, you think you are doing well. One year ago last December, at a meeting of the Idaho Woolgrowers' association at Weiser, they saw fit to send a committee to Washington, D. C., for the purpose of getting the 28 hour law so amended as would put our stock on the market in the best possible condition.

"Being one of that committee, I can state that almost one of the first things done was to interview the secretary of agriculture for his views on the subject, he, having studied the subject, and knowing well the hardships that were being worked on the shippers of live stock by the operation of the 28 hour law, was in full accord with us, and upon being asked by the Hon. Burton L. French, congressman from Idaho, to draft such a bill as in his judgment would be proper for the shipping of live stock, immediately consented and had the bill drawn up, which was introduced in the senate of the United States by Senator W. B. Heyburn of Idaho. This bill, fully endorsed by the agricultural department, had a stormy time of it before its final passage; several of its best features were cut out, especially the speed limit clause, which was placed at 16 miles an hour.

ATTACK COMMENCED.

"When this clause was eliminated the Humane societies commenced their attack, and letters poured in upon the senators and congressmen from all over the country condemning this measure. Members of the American National Livestock association, together with members of the Chicago Livestock exchange, were opposed to this speed limit clause being retained in the bill, they having made a prior agreement with the railroad companies, or at least some of them, that no such clause should be asked for. Thus it was that the speed limit clause was cut out—the most important clause in the bill, and the one that would be of greatest benefit to shippers where the railroad companies have no opposition.

HOW IT LOOKS TO HIM.

"Where there is no competition, very little consideration is given to the stockman or his trains of livestock; his losses by bad handling and slow runs are not considered, but how much can be made out of handling this train of stuff for the railroad company is their first consideration—at least it looks that way to the shipper. Things look different when you get on a road with plenty of competition. For instance, take the North Western, Milwaukee, Burlington, from the Missouri river points: you are whirled nearly 500 miles in less than 24 hours. The extension of time from 28 to 36 hours has not brought the relief to the western shippers we had anticipated it would, and in my opinion not until we can get a law with the speed limit in it will we get any satisfactory results over the present conditions. I firmly believe we can get the present 28-hour law amended to include this speed limit clause should we all work together.

A GOOD CLAUSE.

"I might speak of one good clause in the present law that we should ask the government to enforce; that is the clause forcing the unloading of livestock in a humane manner into properly equipped yards for rest, water and feed. To my knowledge, sheep have been unloaded into yards where it is almost impossible for more than one sheep in 100 to drink because troughs provided are for cattle and horses and are too high for sheep to drink from. There being very little chance, if any, for grazing, they are forced to eat hay, and without water this hay is practically thrown away as far as sheep are concerned. I speak particularly of the Rawlins yards and the old yards at Grand Island; there may be yards on other roads in the same condition, making it much more inhumane than when shippers of sheep were allowed to use their own judgment. Therefore I would suggest that we ask the government to place an inspector in the field for the purpose of inspecting these yards and have them condemned for the handling of sheep.

"The agricultural department of our government seems to be made up of departments: for instance the department of forrestry; the bureau of animal industry department, and others. In my judgment, we should have a department for the shipping of live stock with a practical man who has wide experience in shipping especially from this western country, and a law elastic enough to give him power to treat freely with transportation companies and shippers, and at the same time see that the poor dumb animals are given the best possible care.

SPEED LIMIT.

"Millions upon millions of animals are being shipped throughout the United States each year to the great market centers, and no one is more interested than the shipper himself, as upon their proper care depends his profits. I know from personal observation that sheep have suffered many more tortures since the 28 hour law went into effect, and even the 36 hour law, than ever before. Therefore, I say that for the best interests of the shippers and best possible benefits for animals, we should never quit until we get a reasonable speed limit clause inserted in the present bill."

"YIP-YIPPED" FAIR SINGERS.

Miss Irene Streng of Ogden, accompanied by Miss Celeste Conroy of the same city, sang three solos, the first "Slumber On," and the second "Kathleen Mavurneen," and the third "Home, Sweet Home." The singer was tendered an ovation. When she concluded the gathering cheered, clapped and howled for several minutes. A delegate rushed to the platform and, emptying a vase full of water, handed it to the young woman. Another delegate handed her a bunch of pamphlets on the table. Everything loose was presented to Miss Streng, while the 1,000 big-lunged sheepmen "yip-yipped" at the top of their voices.

CAR SHORTAGE.

"The Car Shortage" was handled by Col. E. J. Bell of Laramie, Wyo. This speker followed the rendition of the solo by Miss Streng. "How much did we lose? is the question with the stockmen and sheepmen of the western country. By figures deduced from facts, I find the stock and sheepmen in 1906 lost 22 millions of dollars by the failure of the railroads to furnish cars, and some figure the losses as high as 50 millions."

The railroads were given a bitter arraignment by Col. Bell, the failure of innumerable stockmen being attributed directly to the roads. "Fortune and loss is the whole story. A shipper in my knowledge last year lost $80,000; I am afraid to tell of my losses for fear my banker will get hold of it and my credit will be ruined."

The speaker then told a story of how he had, years ago, in the timber camp of Texas, through inexperience, killed two oxen, wounded three more and broke the trucks into splinters. "My boss said to me, 'Well, you've raised hell!' Now gentlemen," he said, "I think that all these conventions have heretofore accomplished is to 'raise hell.' What we want to do is to get down to business. It isn't the fault of the railroad men individually, that we haven't had cars, but we want to locate the responsibility for the car shortage, and if possible in any way under heaven get some relief for the coming year.

RATE BILL THE STARTER.

"For three years we have had nothing but trouble. The rate bill was the starter, and gradually but surely every privilege the stockmen ever had has been taken away from them.

"I believe, if we will unite and get at this business in a different way, we may be able to do something. My idea is to get together with the railroad men, to harmonize with them, and show them our crying needs, and I believe something can be done."

Col. Bell's speech was interspersed with many witty stories which kept the convention in a roar of laughter, and a vein of good humor ran through the whole course of his remarks. Many sensible suggestions for the improvement of the situation, were offered which included hints to the interstate commerce commission, to President Roosevelt, to Gifford Pinchot, head of the forestry department, to the railroads, and finally to the stockmen and sheepmen in convention assembled, to act in unity and with moderation, as having a cause to represent which will command justice at the hands of the railroads.

FINANCIAL REPORTS.

The chairman called for the report of the committee selected to audit the association's books. This report was brief, cartying the information that all accounts were correct as contained in the annual reports of the various officers. Chairman Wilson then called upon Treasurer A. J. Knollin of Chicago for his year's report. Mr. Knollin reported that $1,358.69 was on hand at last year's meeting. Collections during the year amounted to $2,263.05, making a total of $3,621.74. Expenditure during the year amounted to $2,950.08, leaving a balance now on hand of $671.62. Mr. Knollin said that $20,000 on hand constantly is nothing more than should be expected, as the annual revenue of mutton is $125,000,000 every year. Secretary George S. Walker then submitted his report, covering the following points:

The receipts of the association for the year 1906 were shown to be $3,621.74. This amount included dues from members and donations from various sources. The disbursements, including salary of secretary, etc., were $2,950.08, showing a balance on hand in the treasury of $671.66.

NO SINECURE.

During the past 10 months the secretary sent out more than 15,000 personal letters to sheepmen, woolgrowers, breeders, etc., soliciting memberships. Starting with less than 100 members, the association has grown until it now comprises 5,338 members. Nine new associations were organized last year, covering a field from Missouri to California. Our association was successful in having the 28-hour law extended to 36 hours for the benefit of shippers, and some concessions were secured in the matter of forest reserve ranging privileges. The importance of the future conduct of the association was referred to, and union of purpose and action among the sheepmen and stockmen urged.

At the conclusion of Secy. Wake's report, Chairman Wilson announced that a recess would be taken until 1:30 o'clock at which time the delegates commence election of officers and a committee will report upon the town selected for the next convention. This morning's session came to a musical and rollicking end—Held's band and the delegates contributing.

BRILLIANT RECEPTION.

Festive Array at the Commercial Club Last Night.

The Commercial club last night was in festive array for the entertainment of the ladies of the visiting sheepmen, roses, carnations and ferns being everywhere and making an appropriate setting for the brilliant scene. Gov. and Mrs. Cutler and Mrs. Bonnemort with other members of the reception committee received the guests, and during the evening a delightful musicale program was given by Mrs. Kate Bridewell Anderson, Miss Segrid Peterson, Miss Hazel Wimmer and Will Sibley as the soloists. Miss Mary Roguwsky was the violinist. The accompanists of the evening were Mrs. Sanborn and Prof. Anton Pederson.

The punch bowls were presided over by the Misses Ethel Partridge, Beatrice O'Connor, Margaret Harris, Beers, Tomlinson, Orlob, Palmer, Hardy and Lyle Wimmer.

A large number of local people were there besides the visitors thronging the club rooms to their capacity, the list including members of the reception committee and their invited guests. The following committee were in charge:

Mrs. Bonnemort, Gov. and Mrs. John C. Cutler, Mayor and Mrs. Ezra Thompson, Mr. and Mrs. Heber A Smith, Mr. and Mrs. C. A. Quigley, Mrs. A. J. Davis, Mrs. Thomas Weir, Mras. J. D. Wood, Mrs. Kenneth C. Kerr, Mrs. John Sharp, Miss Jasamine Young, Mrs. John C. Sharp, Mrs. A. H. Peabody, Mrs. W. G. Grimsdell, Mrs. Theodore Burmester, Miss Minnie Burmester, Mrs. James C. Leary, Mrs. Milton Moffatt, Mrs. C. B. Stewart, Mrs. George Austin, Mrs. A. Hanauer, Mrs. David Smith, Mrs. Louis Marks, Mrs. N. S. Nielson of Mount Pleasant, Mrs. J. S. Ostler of Nephi, Mrs. J. R. Seeley of Manti, Mrs. Henry Moss of Woodscross, Mrs. George A. Smith of Lehi, Mrs. John Houtz of Ogden, Mrs. T. J. Chapman of Draper, Mrs. Joseph C. Sharp, Mrs. Frank B. Stephens, Mrs. Fank Fay Eddy, Mrs. D. N. Straup, Mrs. W. S. McCornick, Mrs. M. H. Walker, Mrs. L. H. Farnsworth, Mrs. E. H Callister, Mrs William Sry, Mrs. B. B. Heywood, Mrs. Richard P. Morris, Mrs. Jessie M. Smith of Layton, Mrs. James Moyle, Miss Josephine Spencer, Mrs. Simon Bamberger, Mrs. W. W. Rivers, Mrs. W. W. Ritter, Mrs. John E. Dooly, Mrs. Robert S. Smith, Mrs. Fred J. Hill, Mrs. C. A. Walker, Mrs. Frank Knox, Mrs. F. H. Leib, Mrs. C. C. Daily, Mrs. R. E. Miller, Mrs. Seth Rigby, Mrs. George F. Putnam, Mrs. V. P. Taggert, Mrs. G. W. Shores, Mrs. William Mossup, Mrs. J. D. LaForgee, Mrs. Sanborn, Madam Swenson, Mrs. George T. Brice, Mrs. Fred Stauffer, Mrs. Marshall A. Breeden, Mrs. J. W. Craig, Mrs. J. B. Rudy, Mrs. Fred Wey, Mrs. E. Moore, Mrs. J. Aldredge, Mrs. W. Hanson, Mrs. Frank Hines, Mrs. Eichnor, Mrs. J. C. McClain, Mrs. T. D. Lewis, Mrs. C. W. Morse, Mrs. Ledyard M. Bailey, Mrs. H. N. Mayo, Mrs. C. G. Plummer, Mrs. Benjamin Brewster, Mrs. Lafayette Hanchett, Mrs. B. F. Bauer, Mrs. H. C. Hoffman, Mrs. Johnson, Mrs. C. W. Spalding, Mrs. James B. Cosgriff.

JAMAICAN TOWN COMPLETE WRECK

Very Few of Standing Houses Habitable. People Living In the Open.

MEDICAL SUPPLIES SCARCE.

Number of Dead Probably Seven Hundred—No Americans Killed as Result of Disaster.

New York, Jan. 19.—News from Kingston is still filtering in slowly and is 24 hours late, but the worst is now apparently known. The town itself is a wreck, very few of the houses standing remaining habitable and the populace is living in the open. Food and medical supplies continue scarce, but relief ships are hurrying to the stricken city from many quarters, so that there will soon be an alleviation in this respect.

The death list is probably about 700, and the seriously injured number in the neighborhood of 500.

Progress is being made in clearing away the debris. Dynamite is resorted to in clearing away menacing ruins. Good order prevails in the city. Admiral Davis, who is in the harbor with the battleships Missouri and Indiana, was called on for help in the work of policing the city and he promptly responded by landing marines. These sea soldiers are now picketing the streets and assisting the British authorities in the maintenance of order. All mariners are warned that the two light houses at the harbor entrance have been destroyed and that the approach to the harbor at night is perilous. Another steamer approaching Kingston and not knowing the conditions is reported to have suffered. This is the Hamburg-American line steamer Prinz Eitel Friederich. This vessel according to a Kingston distpach received by the Associated Press early today, is ashore near the Prinz Waldemar and the Prinzess Luise, vessels of the same line which are stranded near where the Plum Point lighthouse was located.

No Americans were killed as a result of the disaster, despite that there were many American tourists in the place when the visitation came. A large number of these tourists have taken refuge on the warships in the harbor.

American aid has been timely in this hour of trouble to a British possession, and the dispatches agree it is warmly appreciated by the stricken people.

FROM REAR ADMIRAL EVANS.

Washington, Jan. 19.—The navy department this morning received the following dispatch from Rear Admiral Evans, Dated Guantanamo, Cuba, Jan. 18.

"Whipple arrived from Kingston today with advices from Davis, confirming practical destruction of city. Business section destroyed. Fire followed earthquake. Government residence in suburbs destroyed. Steamship wharves intact. Shipping unharmed. Other foreign residences seem to have escaped. American consul absent. Vice consul representing. Bluejackets guarding consulate possesssions and archives. Indiana landed 50. Reported mutiny at penitentiary containing 400 prisoners. Governor considers whole situation well in hand, 440 dead accounted for. Still many bodies in ruins. Many Americans sailed for New York via steamer Prinz Frederich Heinrich on the 17th."

COAL SITUATION.

Statement of the Output of the Western Wyoming Mines.

The local coal situation is not improved any, and dealers that were recently only two weeks behind on their orders, are now a month behind, with orders constantly accumulating. One prominent concern is 3,000 orders behind. Dealers agree that until citizens begin to stock up in the summer time for the following winter, there will be no relief from these winter coal shortages. The present cold spell is responsible for the increase of orders. A number of these come from parties who are not in immediate need of coal, and they have told their neighbors that they are so many tons ahead anyhow, and don't propose to get left. Dealers are getting on to this, and are exercising discrimination as to whose orders shall be filled first; and where they find that parties ordering have a fair supply on hand, such orders are set aside for the time being. The heavy snowfall has made teaming somewhat difficult, and there is delay on this account. The fact that the railroads are short of motive power is coming to be realized as an influential factor in the coal shortage.

A statement of output in tons, of the various mines in the Kemmerer district for the last quarter of 1906, shows the total from the Kemmerer mines to be 113,787, an increase over the same period of the previous year of 33,394 tons; the output from Diamondville for the last quarter was 156,015 tons, an increase of 21,827 tons over the corresponding quarter for 1905. The Cumberland mines put out 253,032 tons, a decrease of 62,458 tons. This last was due to the fire which prevented the mines there being worked to their full capacity. The totals thus show a net decrease for 1906 of 7,237 tons, due to the fire in the Cumberland mines.

JUST ANOTHER WRECK ON THE ROCK ISLAND.

Peoria, Ill., Jan. 19.—Train No. 37 on the Rock Island railroad early today ran into a washout three miles west of Bureau, Ill. The engine, baggage car, chair car and sleeper were derailed. The engineer and fireman were seriously hurt and four passengers slightly injured.

BANK STATEMENT.

New York, Jan. 19.—The statement of the clearing house banks for the week shows that the banks held $18,460,700 more than the legal reserve requirements. This is an increase of $9,820,000, as compared with last week:

The statement follows:

Loans	$1,063,937,300
Increase	15,148,600
Deposits	1,042,434,40
Increase	33,512,000
Circulation	53,631,900
Increase	59,000
Legal tender	80,438,700
Increase	2,189,000
Specie	192,610,500
Increase	15,009,000
Reserve	279,069,300
Increase	18,198,000
Reserve required	260,608,600
Increase	8,378,000
Surplus	18,460,700
Increase	9,820,000
Ex.U. S. deposits	22,595,025
Increase	9,826,750

UNION DENTAL CO

218 South Main.

HONEST WORK. HONEST PRICES.

Painless Extraction of Teeth or No Pay. All Work Positively Guaranteed. 'Phones Bell, 1126-x; Ind. 1126.

A new production of an old favorite confection

Sweet's

Old-Fashioned Stick Candy!

Those dainty, crisp, little sticks of purity and sweetness six flavors assorted in 10c and 25c packages.

SWEET CANDY CO.

Manufacturing Confectioners.

NEW YORK CLOSING STOCKS.

Saturday, Jan. 19.

Atchison	104⅝
Atchison pfd	100
Baltimore & Ohio	116⅝
Canadian Pacific	186
Chicago & Northwestern	186¾
Chicago & Northwestern pfd	226
Colorado Southern	36½
Denver & Rio Grande	38⅛
Denver & Rio Grande pfd	81
Erie	38⅜
Illinois Central	165
Louisville & Nashville	141¼
Mexican Central	25⅝
Missouri Pacific	87⅛
New York Central	129¼
Pennsylvania	134
Reading	127⅞
Rock Island	26⅞
Rock Island pfd	60½
St Paul	147¾
Southern Pacific	92½
Southern Railway	28⅝
Union Pacific	173⅞
Union Pacific pfd	92
Wabash	17
Wisconsin Central	24
MISCELLANEOUS	
Amalgamated Copper	112⅝
American Car & Foundry	43
American Locomotive	71⅛
American Smelting & Refining	146⅝
American Smelting & Refining pfd	115
Brooklyn Rapid Transit	77⅛
Colorado Fuel and Iron	51⅞
International Paper	17⅝
National Biscuit	82⅝
National Lead	70
Pacific Mail	37½
People's Gas	94¼
Pressed Steel Car	53⅝
Pullman Palace Car	170
Sugar	130⅝
Standard Oil	633
Tennessee Coal & Iron	160
United States Steel	46½
United States Steel pfd	104¾
Western Union	84
Northern Pacific	151
Great Northern pfd	169⅛
Int. Met.	23¼
Int. Met pfd	72⅛
Mackay	70½
Mackay pfd	69¾

DIED.

HARDMAN.—At 669 south Second West street, Salt Lake City, Jan. 18, 1907, James R. Hardman, aged 36 years.

Funeral from the Fourth ward meetinghouse, Sunday, at 1:30 p. m. Body can be viewed at the late residence, from 10 to 12 on day of funeral.

DOWNS.—Jan. 18, 1907, of convulsions, Ollin D. Downs, aged seven months.

Funeral at parents' residence, 153 Thompson's court, Sunday, at 12:30 o'clock.

PRICE.—At 430 Second avenue, East Waterloo, Jan. 18, 1907, of Bright's disease, Parley P. Price.

Funeral from Waterloo meetinghouse, Sunday, at 12:30 o'clock.

R. E. Evans, Florist, 36 S. Main St. Floral Designs a Specialty. 'Phone 961.

SITUATION WANTED.

GOOD JAPANESE COOK WANTS SITUATION. Address 321 W. 2nd South. 'Phone Bell 3100.

AUDITORIUM

RICHARDS STREET

If you don't know where it is,

Just Follow the Crowd.

All good people patronize the Auditorium Roller Skating Rink, others need not apply. Roller Skating is a healthful, harmless exercise for young and old.

Rink opened every day except Sundays.

Mornings 10 to 12, afternoon, 2 to 5, evenings 7:30 to 10:30.

Ladies admitted free mornings and afternoons.

Helds Band, afternoon and evenings.

Grand march at 9:30 every night.

HEWLETT'S FRESH COFFEE

With Cream is the most delicious drink one can imagine. It satisfies every longing of the palate.

Jos. E. Taylor,

PIONEER UNDERTAKER

Of Utah. Open day and night. Factory and Warerooms No. 253 E. First South one and one-half blocks east of Theater.

The Lagoon Road"

Salt Lake & Ogden Railway.
Simon Bamberger, President and General Manager.
Time Table in effect Sept. 4, 1906:
Leave Salt Lake—8:50 and 9:00 a. m. 1:30, 4:30 and 6:30 p. m.
Leave Layton for Salt Lake—7:00 and 10:15 a. m.; 2:45, 6:00 and 7:45 p. m.

BED BUGS AND VERMIN POSITIVELY REMOVED.

Utah Sanitary House Cl'g Co.

15 So. W. Temple. 'Phones 555.

LEE KIM YING,

The Celebrated Chinese Physician 153 West South Temple St.
Thousands of Testimonials of Persons Cured of Consumption Catarrh Hemorrhages and Every Disease and Sickness.
Herbs Used. No Poisonous Drugs

PIANOS.

High grade and medium, easy payments, one price only, cash reductions; estimates on piano repairing without cost; we do renting and tuning.
NEW YORK & WESTERN PIANO CO., No. 52 Market St., near Postoffice.

"That Good Coal"

BAMBERGER,

161 Meighn Street.

THINGS YOU FORGOT

to buy for Christmas may be quickly found and delivered or shipped if you will look through our stock, which is still replete with the best.

ESTABLISHED 1862

Park's JEWELRY STORE

170 MAIN ST.

SALT LAKE CITY, UTAH.

FRUIT TREES!

A large assortment of the finest quality of Fruit, Shade and Ornamental trees at very low prices. We make a specialty of dealing direct with the farmers. Write for our catalog. FREE. We pay the freight.
Schroeder-Son Nursery Company, Lafayette, Colorado.

NOTICE.

REDEMPTION OF UTAH COUNTY LIGHT & POWER BONDS.

Notice is hereby given that pursuant to the terms of the bonds of the Utah County Light & Power Company, the following described bonds are hereby called for redemption on the first day of April, 1907:

Nos. 1 to 20, inclusive, $1,000.00 denomination	$20,000.00
Nos. 1 to 50, inclusive, $500.00 denomination	25,000.00
Nos. 1 to 5, and 8 to 46, inclusice, $100.00 denomination	4,400.00
Total	$49,400.00

Bonds must be presented on or after April 1, 1907, at either the Utah National Bank, Salt Lake City, or the Bank of American Fork, American Fork, Utah Co., Utah, with coupons attached for interest due at that date.

All interest will cease on all of the above described bonds on April 1, 1907, and interest coupons attached, due after that date, are hereby declared null and void.

THOMAS R. CUTLER, Trustee.

NOTICE OF ASSESSMENT NO. 15.

THE HIGHLAND MINING & MILLING COMPANY, a corporation. Location of mines, Cache County, Utah. Principal place of business, Salt Lake City, Utah. Notice is hereby given that at a meeting of the directors of the Highland Mining & Milling Company, held January 8th, 1907, assessment No. 15, of one (1) cent per share, was levied on all the outstanding capital stock of the corporation, payable on or before February 12th, 1907, to the Secretary and Treasurer, at his office 173 T Street, Salt Lake City, Utah.

Any stock upon which this assessment may remain unpaid on the said 12th day of February, 1907, will be delinquent and advertised for sale at a public auction, and unless payment is received before, will be sold on March 11th, 1907, at 3 o'clock p. m., at the office of the Secretary and Treasurer, 173 T Street, Salt Lake City, Utah, to pay the delinquent assessment, together with the cost of advertising and expense of sale.

J. E. ANDERSON, Secy.
173 T Street, Salt Lake City, Utah.
First publication January 12th, 1907.

NOTICE TO CREDITORS.

Notice is hereby given that the Thirteenth Ward Store, a corporation heretofore doing business at No. 72 Main Street, Salt Lake City, Utah, has made a general assignment of all of its property for the benefit of its creditors, to the undersigned assignee, and all creditors of said corporation are hereby notified and required to present and file with the undersigned assignee at the address given below, their claims, clearly and distinctly stated and sworn to by each claimant by some person acquainted with the facts, within three months from the 12th day of January, 1907, the date of the first publication of this notice.

JAMES P. FREEZE, Assignee.
Address 72 Main St., Salt Lake City.

ASSESSMENT NOTICE.

PROVO ICE & COLD STORAGE CO. Location and place of business Salt Lake City, Utah. Notice is hereby given that at a meeting of the Board of Directors of said company held on the 3rd day of November, 1906, an assessment of five cents per share was levied upon the capital stock of this corporation, payable immediately to the secretary at his office, 137 East Second South Street, Salt Lake City, Utah.

Any stock upon which this assessment shall remain unpaid on the 5th day of December, 1906, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on the 21st day of December, 1906, at 2 o'clock p. m., at the office of the company, 137 East Second South Street, Salt Lake City, Utah, to pay the delinquent assessment, together with the cost of advertising and expenses of sale.

(Signed) H. GREEN, Secretary.
Salt Lake City, Utah, November 6, 1906.
First publication November 8th, 1906.

By order of Board of Directors time of delinquency extended to January 12, 1907, and date of sale to February 9th, 1907.

H. GREEN, Secy.