

and from Seattle to Cook's Inlet from \$95 and \$75 to \$75 and \$55. It is expected that business will improve when the trade to St. Michael opens up, but the most sanguine do not anticipate a return to the old rates. In view of the large number of vessels engaged in the trade a still further reduction is anticipated before very long.

W. F. Sager and E. W. Swanbrough, both of Denver, Wednesday broke all unpaired records for one hour. They rode on the new board quarter mile track. W. I. Doty, member of the L. A. W. in that city, racing board, acted as referee. The two riders are under a contract with the National Cycle Track association to ride during the coming season, and will leave for the latter part of this week. The time for the various distances was as follows: Eleven miles, 24:34 3-5; twelve miles, 26:48 2-5; thirteen miles, 29:04; fourteen miles, 31:18 4-5; fifteen miles, 33:33 2-5; sixteen miles, 35:49 2-5; seventeen miles, 38:04; eighteen miles, 40:19; nineteen miles, 42:35; twenty miles, 44:53; twenty-one miles, 47:09; twenty-two miles, 49:26; twenty-three miles, 51:42; twenty-four miles, 53:58; twenty-five miles, 56:11; twenty-six miles, 58:23. The distance for one hour was twenty-six miles, 1,292 yards. The last quarter mile was made in 30 seconds.

There is little probability of Jeffries and Sharkey ever meeting in the ring in San Francisco. Neither man will concede a point to the other and so the matter rests as far as local promoters are concerned. Both Jeffries and Sharkey have been out of 'Frisco for some time, but they returned Friday evening and their managers came together but could not come to terms. Jeffries' manager, Billy Delaney, would not agree to decide which of two clubs, the Olympic and National, should get the contest by the flip of a coin, demanding that the Olympic be given the preference, but he would agree to any eastern referee that the sailor might name. Sharkey now states that he will meet either Ruhlin or Maher in a 20-round contest for a purse and a large side bet. Billy Madden, who is managing Ruhlin, signifies his willingness to match Ruhlin against Sharkey. Another contest mentioned for the near future is a go between Jack Daly and Dal Hawkins. Daly has signified his willingness to meet the Californian before the National club.

The steamship St. Paul was successfully launched at the Union Iron works, San Francisco, Wednesday morning in the presence of a large number of invited guests and spectators. As she slowly glided into the water Miss Louise Bertha Sloss, the 9-year-old daughter of Mr. and Mrs. Leon Sloss, broke a bottle of champagne over the vessel's bow and christened her St. Paul. The St. Paul was built for the Alaska Commercial company and will be placed on the route between San Francisco and St. Michaels. The keel of the new craft was laid January 23. The work of placing her machinery, boilers and other appliances is to be finished in May and she will leave on her maiden voyage about June 5. The St. Paul is a handsome vessel in every respect and will be fitted for the Alaskan trade. She is 292.6 feet in length, has a breadth of 38 feet, a depth of hold of 38 feet and is 2,200 tons register. She will have a speed of 13 knots and an indicated horsepower of 1,800. She has accommodations for 257 cabin and 300 second class passengers.

New lines of interior defense are now being built for the fortifications of San Francisco. The army will be prepared to fight at the heads with the powerful 12-inch batteries at Fort Point and Fort Baker on Lime Point. It is through any chance of war the

more hostile ironclads should manage to pass the outer line of works the fire of the interior batteries of Alcatraz, Angel Island and Gravelly Beach would resist the further advance of the enemy. Major Hauer, who is in charge of the torpedo station on Goat Island, and placed in position electrical apparatus for submarine mines. Shore connections or torpedo casements have been established and the mines can therefore be planted in the harbor whenever the hour of danger arrives. Captain Birkhimer's battery L, of the Third artillery, now stationed at Lime Point, has vacated the quarters belonging to the engineers and sought shelter in tents. The wooden quarters are used for the working parties. A regular camp has been established and the work of adding strength to the interior line of work is going ahead with more vigor.

Adjutant General Barrett, when asked what showing California could make in case of a call for troops said: "We could, inside of thirty hours, throw six divisions of naval militia into San Francisco and all of them ready for service. In addition to this we could land in San Francisco at the same time forty-nine companies of infantry, four companies of cavalry, three signal corps and five sanitary corps, all fully equipped. We could land this entire force at any place in the state where there are railroad facilities, inside of thirty hours. Our present company strength is eighty men, but we are assured that within a few hours the companies could all be recruited to the full strength of 103 men from ex-national guardsmen. From our six divisions of naval militia and engineer corps we can fully man any vessel without asking the government for a man. Our engineer corps contains thirty marine engineers, and out of the ranks of the naval militia we can pick crews that can handle the Monterey and Monadnock as well as any crews in the navy. We stand at the head of all the states in the matter of our equipment for handling and navigating war vessels."

OBITUARY NOTES

RICHARD W. GIBBS.

Providence, April 6, 1898.—Died at Providence, Cache county, March 31, 1898, Richard W. Gibbs, from a paralytic stroke. Funeral services were held in the Providence meeting house, April 3rd. Consoling remarks were made by Walter Madison, Hopkin Matthews Sr., George Tibbitts, Adolph Baer, also Bishop Fred Theurer.

Deceased was born December 5, 1823, at Mill Bank Larn, Caermuthenshire, South Wales, and emigrated to Utah in 1869, coming to Providence where he has resided up to the time of his death. He died in full faith in the Gospel.

WALTER HENRY HUISH.

[Payson, (Utah) Globe, April 2nd.]

Walter Henry Hulsh, a highly respected and progressive citizen of Payson, passed away at his home Sunday morning about half past one o'clock after an illness of about five weeks. He was born in Uley, Gloucestershire, England, and came into the world fatherless, his father, Edward Hulsh, having died several months before Walter's birth. At the early age of six years he began to work by the side of his mother in the woolen factory and continued to do so for two years when he was apprenticed, at the age of eight, to a machinist. At the age of thirteen he was employed by an inventor at a salary of ten shillings a week, which position he attributed to be the answering of prayer. It is a noteworthy fact that this new employment was

upon machinery for the manufacture of solid head pins and it is to the inventive genius of that thirteen-year old boy that the world owes, in part, the honor of that wonderful improvement to so useful a domestic article. When the machinery was completed it was taken to Birmingham to set in operation, and with those machines the first solid head pins the world ever saw were made. Leaving Birmingham he went to West Brownich and engaged himself to an engine builder to learn steam engine building. It was at this place that he first heard the Gospel message and became a member of the Church of Jesus Christ of Latter-day Saints by baptism at the hands of Elder Clark.

On June 12, 1848, he married Ann Smith and was exceptionally fortunate in his choice. Nine children were the result of this happy union. He emigrated to America with his wife and one child in the fall of 1849, landing at New Orleans. He came on to St. Louis, Mo., where work was obtained in a foundry. In 1850 he moved to Council Bluffs, and in the fall of the same year he returned to St. Louis. He emigrated to Utah in 1859 and resided for a while in Salt Lake City. The next year he returned to St. Louis and spent the winter there. During his absence his family moved to Payson where they have since resided. Here in Payson Mr. Hulsh made the first planing machine and the first engine lathe made in Utah. His same machinery is now at Ephraim, Sanpete county, Utah. From this time on his efforts and exertions to build up home industries are well known. April 10, 1880 he lost his beloved and devoted wife, leaving six motherless children. In 1883 he was married to Christina Larson, five children being the result of their union, one being dead. He died in full faith of the Gospel of Christ, rejoicing in the hope of a glorious resurrection. He leaves a wife, five sons and five daughters.

The funeral services were held Wednesday afternoon in the tabernacle and were largely attended by friends and relatives.

A large cortege followed the remains to their resting place in the city cemetery.

THE DEAD.

Peaceful be their Rest.

NICKERSON.—In this city, April 4, 1898, Marion Julia, beloved daughter of Benjamin and Mary C. Nickerson; aged 2 months and 9 days.

VOGEL.—Of Logan Utah in this city at St. Marks Hospital April 4th 1898, of gunshot wound. Herman Vogel, born October 24, 1844 in Germany.

BOLTON.—In this city, April 9, 1898, of apoplexy, Jackson, son of Curtis and Rebecca Bolton; born October 11, 1848, in Salt Lake City, Utah.

CAYANAGH.—In Salt Lake City, April 9, 1898, at 2:30 a. m. of spinal meningitis, Melvin W., son of William and Margaret Cavanagh, aged 1 year, 4 months and 6 days.

TAYLOR.—In Salt Lake City, April 7, 1898, at 10:40 p. m., of kidney trouble, Mary Young Taylor, youngest daughter of the late President John Taylor and Margaret Y. Taylor; born December 6, 1875.

KEESLER.—At Mammoth Juab county, of nervous prostration, April 1, 1898, Hattie Gillespie Keesler, wife of Charles Keesler and daughter of Peter and Ellen Gillespie; aged 24 years, 1 month and 20 days. Colorado papers please copy.

ELBER.—An estimable citizen, Frederic Elber of Meadowville, Rich county, Utah, and formerly of Switzerland, died at his home, April 4, 1898, after 4 months of great suffering from lung and other troubles; he leaves a wife and three small children and many friends to mourn his decease.