

papers.

Assistant President Frey of the company, at noon today gave out the following figures:

did not. "I do not know," declared Richardson. "I do not know," declared Richardson. "and I shall not attempt to say. But at any rate for the first time in the ad-ministration of American justice the bull pen was called into being. Men were put in this bull pen, perhaps as a matter of necessity, but certainly without due process of law. Gov. Steunenberg's course was condemned. suppose that he is the one who has told the story of the whole affair and gave the officials additional corroboraive evidence against the chief suffi-ient to warrant them in filing a new

air. Richardson plunged directly into the déath of Gov. Steunenberg in his opening sentence. He declared it was Gov. Steunenberg's fortune during his administration to stand in the forefront of a labor war in the Coeur d'Alenes. Perhaps, he said, the situation demand-ed all that the governor did. Perhaps it did not.

BRUISE WORST INJURY. After being unconscious for 18 hours Mr. Ashton began to recover control of his mental faculties and this morn-ing chatted with a companion in of-fice and others who called at the hos-pital to see him. Dr. Landenberger spent the morning making an examin-ation of his injuries. At the conclu-sion of this investigation Dr. Landen-berger announced that the bruise at the side of Mr. Ashton's head was his worst injury. It is this physician's opinion that Mr. Ashton will be back in his office within a week or 10 days. No operation will be necessary. At noon today, the injured man appeared

She carried a crew of 74 men under Capt. P. A. Doran, who had been mas-ter of the vessel for the past five years. The vessel was built at Chester, Pa., in 1880 and was owned by the San Francisco and Fortland Steamship comin 1880 and was owned by the San Francisco and Fortland Steamship com-pany. During the earthquake and fir-the Columbia was lying at the drydock of the Union Iron works and the shock loosened some of her blocks, with the result that the vessel capsized. But she was entirely refitted and when she left here Saturday she carried a full list of passengers-about 300. ' The San Pedro was commanded by Capt, Hansen and is a wooden vessel of 318 tons. She is 166 feet long, 31 feet beam and 12 feet deep. She was built in San Francisco in 1902 for the J. R. Hanify & Sons company and was recently sold to the Eastern and West-ern Lumber company.

It is reported that 50 of the passen-gers and crew of the Columbia were saved, and that 150 were drowned, in-cluding Capt. Doran.

THE PASSENGERS.

cluding Capt. Doran. ' THE PASSENGERS. The following passengers sailed from San Francisco on the steamer Columbia on July 20: E. G. Liggett and wife; Lewis Malkus and wife, Miss Florence Lewis Malkus and wife, Miss Florence Lewis, A. L. Biegel, Franklin Aulf, Mr. Mauldin, Mr. A. Schober, Ray Lewis, H. L. Keever, J. C. Orr, E. Rockwell, Mrs. E. Rockwell, J. W. Riggs and wife, John D. McFadyen, J. A. Smith, Mrs. H. F. Winters, Sarah Schull, Mrs. K. Fagalde, H. S. Alian, Miss Clara Car-penter, Miss Louise G. Nake, B. W. Graham, Mrs. A. Happ, Mrs O, S. Lew-is, W. J. Bachman, E. Butler and wife, L. Leroy, G. F. Wilson, W. H. Ingalis and wife, Miss Alia Bableon, E. G. Townsend, Fred Rogers, L. O. Cannon, Mrs. S. Waller, Miss Florence Thomp-son, Miss Mary Parsons, C. R. Johnson, Miss Ethel Johnson, Mrs. B. Fitzgerald, Miss M. Buxton, Mrs. H. C. Shaw, Mrs. W. C. Dodson, Miss Ruby Coper, L. R. Smith and wife, Miss H. Wright, T. T. Clark and wife, E. E. Keever, C. H. Beahem, C. H. Martindale, Mrs. C. H. Martindale, W. M. Fenney, C. H. Har-rington, William H. Smith, Roland Winters, Micheora Sult, A. C. Wood-werd, B. C. Wahlberg, Miss Nellie A. Nake, J. P. Eceles, George I. Hood-nepyl, Miss Enoma Groese, W. I. Smith, Nught Casner, Miss Gertrude Butler, Chew Moch, C. A. Winslow and wife, Miss Hazel Ingalis, Miss Annu Akee-son, C. H. Merkinshow, Miss Pari Beahen, Miss Aline Watson, Miss J. A. Johnson, Miss Aline Osterberg, Miss Lena Cooper, Miss Aline Maten, Miss L. Har-Kon, Miss Aline Osterberg, Miss Lena Cooper, Miss Aline Osterberg, Miss Lena Cooper, Miss Aline Osterber Son, Miss Aima Osterberg, Miss Lena Cooper, Miss Maybelle Watton, Miss Mabel Geiger, P. M. Janney, R. H. Ewart, C. C. Rowland, Mrs. A. F. Cornell, Dr. B. C. Best and wife, J. K. Springer, W. C. Todd, J. W. Waddy, Miss E. Musser, L. L. Drake, Jr. Mrs. R. B. Cannon, Miss Eva Booker, Miss Effic Gordon, Marion Clasby, Sarah A. Roberts, Miss Carrie Marth, Mrs. C. A. Eastman, Miss Elsie May Stone, Miss A. S. Todd, A. Winklebleck and wife, L. Merod, J. Grant Kuline and wife, L. Merod, J. Grant Kuline and wife, L. Merod, J. Grant Kuline and wife, Miss N. L. Goedjin, Miss Grace F. Kellar, Miss Eme B. Kellar, Miss K. Hayden, R. T. Kavenaugh P. Robertson, Miss Mar-garet McKeaney, Miss Mary Walter, Miss N. McLennan, E. H. Janney, J. Brotherton, M. J. Bateman, Mrs. A. Gray, Miss A. B. Cornell, Mrs. Jane E. Best, Wm. Kloat, Philip Ashford, Frank Hager, Mrs. L. L. Drake, Miss S. Cannon, Miss Shouldice, Mrs. Blauche H. Gordon, L. Clasby and wife; Steven

"Cabin passengers on the Colum-bia, 168; steering passengers, 21; to-tal passengers, 189; crew, 60." This makes a total of 249 souls on board

on-board. Reported saved, 95: unaccounted Reported sived, eer those on for, 151. Except for the lists of those on board, Mr. Frey would not vouch for the accuracy of these figures. He

"We have made every effort by whre to get information from Eureka and other points along the coast, but all that we have learned thus far has come from the Roanoke and the news-

complaint.



Fhoographed for the Deseret News. SCENE OF OIL STRIKE AT VIRGIN UTAH.

After five years of investigation and preliminary work oil has at last been struck at Virgin City, 30 miles east of St. George, Utah. The first word of the strike was printed in the Descret News exclusively the day following California experts have claimed from the first that the outlook for a big strike was the best they had seen anywhere in the west.

The oil, they assert, is far superior to that found in California. country is located for miles around and land that was worth only a dollar an acre last week is now selling for five. Paople are flocking in and boring machines will be at work in every direction as soon as they can be shipped in. Next will come the railroad,

PAYMASTER COFFIN.

Has Arm Amputated, Necessitated by Infection from Handling Money.

Manila, July 22.-Maj. Paymaster Eu-gene Coffin has had his left arm ampu-tated, the result of infection from the handling of money paying the troops. He was a veteran of the Civil war and a member of the old McKinley regiment.

Steinenberg's course was condemned on the one side and praised on the oth-er, as the members of two hostile camps view the matter. "When the death of Gov. Steunenberg was flashed to the world, there was the immediate conclusion in nearly all guarters that there was some connec-

ion between the Coeur d'Alene trouble and the bomb which was placed at his

'Again hostile camps arose. On the one side it was said the act must have been done by some man in whose breast personal hatred rankled. The mine owners, however, were strong in their condemnation of the Western Federa-tion of miners. It has been said here that in some quarters there was even an attempt to justify the deed.

NO JUSTIFICATION FOR MURDER. "I want to say to you gentlemen that

"I want to say to you gentlemen that we of the defanse do not believe there is any justifiation for such an act. We shall not attempt to justify it; we do not believe it can be justified from any point of view." Mr. Richardson then reviewed the event following the death of former Gov. Steunenberg, saying Harry Or-chard was caught almost red-handed in the act. A Pinkerton detective

Gov. Steuhenberg, saying Harry Or-chard was caught almost red-handed in the act. A Pinkerton detective came to Idaho and soon had a confes-sion from a man who to save his own worthless neck, was ready to place the blame on others. The matter was taken up by that portion of the press which depends upon the prosperous and capitalistic classes and the lead-ers of the Western Federation of Min-ers were adjudgd guilty without a hearing. So far-reaching was this influence, declared Mr. Richardson, that it extended even to the White House. The attorney begged the jur-ors to lay aside any impression they may have formed from reading the newspapers during the past year and to start with him at the beginning of the cause and go through the various events once by one without feeting or perjury. "Do this," he exclaimed, "so we

or perjury. "Do this," he exclaimed, "so "Do this," he exclaimed, "so we may justly determine, in the light of our consciences, illuminated by high heaven, if the man here at the bar and his co-defendants in the cells below, are guilty of the crimes charg-ed. It is my intention to carry out my argument, if I am not overcome by heat, in the following order:

ORDER OF DISCUSSION.

"First-I shall discuss the law as applied to this case and to the prose-

"Second-I shall discuss the history of the Western Federation of Miners

of the Western Federation of Miners a. shown here in the svidence. "Third—I shall discuss the general conditions which prevailed in the Ceeur d'Alsoes at the time of the Bunker Hill and Sullivan mill explo-sion, and at Cripple Creek prior to and during the strike in that section. "Fourth—I shall discuss the series of the events relied on by the state to prove a conspiracy against the de-fendants Haywood, Moyer and Petti-bone.

bone. "Fifth-I shall devote myself to the ascertainment of the particular of-fense the defendants are here on trial for, for remember, gentlemen, that while the range of the syldence has

(Continued on page two.)

noon today, the injured man appeared to be very comformable and was talk-ing in a perfectly rational manner.

KILLPACK BADLY BRUISED

Representative Who Drove Wm. Ashon Tells How Accident Happened.

Representative J. D. Killpack of Idaho who was driving the team carrying Mr Ashton around Teton valley Saturday ame down on the special train. He ex came down on the special train. He ex-primied this morning now the acciden-occured. "We were on our way to Driggs where a ing banquet was waiting for the travelers," he said. "In turning cut to get anead of teams we got on the road a little bit. The wheels went into a har-row but deep guiler and as they broke off the wagon box struck the ground throwing us both out. Mr. Ashton's face was covered with dust and he looked like a dead man. I hung on to the lines, but the horses made no attempt to run away. Everyone in the vally regrets the acci-Everyone in the valiey regrets the accident, but are glad to hear that Mr. Ash ton's injuries are not as bad as they wer considered at first."

KHLPACK BADLY SCRATCHED.

HILPACK BADLY SCRATCHED. Mr. Killpack, himsif bears murks which teil that he was in the accident. His nose is bady skinned and bruises are distributed over his face. A bump in the eys and on the chin also left marks. "I speak for all Teton valley when I say the accident spolled the trip which would have undoubtedly lead to the fulfilment of the valley's greatest desire and need-the building of a railroad. Teton valley is 30 miles long, 15 miles wide, comprises 30,000 acres and yet has a total popu-ation of only 3,256 and but one quarter of the land is under cultivation. Immense coal deposits have been discovered and located and these can be reached by a short spur from a line built down from the morth through the center of the val-ley. Signt beet raising is another indus-try which would thrive. Stock raising is still another. All these industries would be followed more than ever; the coal mines would produce; the sugnt beet facories and population. There is enough ground and inducements for 35,000 to settle in the valley, and with a railroad they will one.

CHESTER MINE FAVORED.

CHESTER LINE FAVORED. "Three routes have been proposed; one line runs from Sugar City, skirting the western edge of the valley; another fol-lows the Teton river, and a third, and the one in greatest favor is one dropping through the center of the valley from Chester, midway between Sugar City and Ashton. This would pass through the richest and best partion of the district. Mr. Ashton half assured me that he consid-ered this last route the most feasible and advantageous. The entire branch will be about 35 miles long, if built on this line. Driggs is the center, business and geo-graphical, of Tieton valley."

INSPECTING COAL LANDS.

Messrs. Cutler, Clawson and Odell Remain to Look Into Proposition.

The unfortunate accident to Engluce Ashton terminated all plans for the banquets at Driggs and Sugar City, Idaho which had been arranged in honor of the visiting Salt Lakers. Mark Austin, who came down from Sugar today, said that the accident cast a gloom over the entire valley and there was mest genuine rearet expressed on all sides. He states that on Saturday the party which left Sugar City at 5 o'clock in the morning, covered 90 miles, having several relays of teams be-sequies.

Nick Pruessing, the man accused of passing a forged check on A. G. Hall, proprietor of a Main street restaurant and securing \$24, was arrested last evening by Officer George Harris. It is chaged that Pruessing went into the restaurant, ordered a meal and then tendered a check for \$24 in payment. He received the change and it was soon discovered that the check was a forerry and worthless. Pruessing then went to the Salt Palace, where he re-beated the performance. Hall kept a cokout for the fellow and ran across him yesterday afternoon. Officer Harris was notified and took the man to jail. He will probably be arraigned before Judge Dichl tomorrow morning.

WRITTEN MESSAGES.

People Warned Not to Pat Them is

Merchandise Packages.

Washington, July 22-The postal laws prohibit placing written messages in mer-chandles packages or letters on which less than two cents an ounce has been paid, and the provisions of this statute admit of no waiver of the penalty pro-vided

vided. During the last fiscal year postoffice inspectors collected \$5305 for such viola-tions. In thousands of cases a short note or memorandum was placed inside a package of merchandise on which postage was paid at one cent an ounce, while the written matter made it necessary that two cents an ounce should have been nadd.

Finding that in a great number of case Finding that in a great humber of cases the offense was due to ignorance of the law and that the collection of the fine usually works a hardship to the very poor, especially where written messages are made in return coupons, tags and certificates for premiums. Postmaster General Meyer has directed that proper parts a placed in mestaffices warning notice be placed in postorfices warning the public against the practise.

RESCUED BY COLLEGE MEN

New York, July 22.-Two college mer listinguished themselves Sunday by esculing people from drowning in the

At Long Beach, L. L. "Tom" Thorpe, the football star of Columbia univer-sity, dashed through the surf and out into deep water and rescued Miss Violet. Atwood, 19 years old, of Freeport, who had been carried out by the undertow. Bernard Gimbel, swimmer and cars-man of the University of Pennsylvania, was the other collegeran to risk his life to save others. With several other men at Atlantic City, Gimbel launched a life boat and saved four men who were elinging to a capsized launch in the water at the entrance to the inlet.

FUNERAL OF MRS. FOLSOM.

Obsequies of Well Known Lady Largely Attended by Family and Friends.

The funeral services over the remains of Mrs. Lovina H. Folsom, held in the Fourteenth ward assembly rooms, were largely attended by friends of the deceased and of her family." Elders Ne-phi L. Morris, Thomas E. Taylor and S. Chalker were the speakers, and each told of the many noble qualifies pos-sessed by Mrs. Folsom. The Fraternat Union of America, of which she was a member, conducted their fluad at the grave in the city cemetery. Elder Thomas E. Taylor presided over the ob-sequies.

PROSPECTIVE INDUSTRY.

Vast Deposits of Phosphates of Lime Found in Intermountain Country.

The Oregon Short Line is much interested in the prospective development of vast phosphate of lime deposits found in southwestern Wyoming, southeastern Idaho and northeastern Utah, between Pocatello and Granger. The true value of these deposits has only been realized comparatively re-

cently; and at the instance of the rali-road people, the office of the geological survey in Washington, is arranging to make such investigations as will place the possibilities of these valuable de-posits before the public, so they will be more clearly and generally under-stood.

stood. Heretofore, it was believed that Ten-nessee possessed the only phosphate of lime deposits, and these have long been shipped over this country, and to Europe, as soil fertilizers for which this natural chemical is most valuable. The south sea islands have large phosphate of lime deposits which are extensively worked and the product shipped to oriental ports, as well as to other places. The immense deposits of ni-trate of soda on the west South Ameri-can coast are largely worked and shipped as fertilizer. But with the proper exploitation of the valuable phosphate deposits along the one hun-dred and tenth meridian and north of the fortleth parallel of lafitude, the op-portunities for a very heavy business appear to be almost limitless. The Short Line people, and particularly the treight department, are wide awake to these opportunities, and active ne-gotiations are in progress with a view by securing such export facilities as will enable them to meet the south Pacific competition in extraneous ports. When this is accomplished the amount of business done will be limited only by the amount of rolling stock within Heretofore, it was believed that Tenof business done will be limited only by the amount of rolling stock within reach for hauling it, for the extent of the deposits is apparently limitiess. A large share of the state of Wyoming is a veritable chemical factory with its various sails of soda and lime and phosphate deposits, petroleum wells, etc. When adequate capital has been introduced there to develop these re-sources, and sufficient means of trans-portation provided to handle them, Wy-oming ought to become one of the most prosperous states in the Union.

CHANGE IN TIME CARD.

Several Atherations in Time of Departure of local Trains.

The Denver & Rio Grande will make several chanegs in its local time card next Sunday morning. The Provo, Manti and Marysvale train which now leaves at 7:50 a.m., will leave this city at 7:30 a.m., 20 minutes earlier. The No. 8 Tintic train which has been leav-ing at 5:10 p.m., will leave at 4:30 p.m., and No. 2, through train from the west, which has been leaving at 2:10 p. m., will leave at 2:55 p.m. The travel over the Rio Grande at present is phenomenal. No. 4 left for the cast Monday night, in three sec-tions, all loaded with passengers, and the afternoon's No. 2 was "loaded to the guards." Manti and Marysvale train which now