# BASEBALL AND ATHLETIC SPORTS

## COACH MADDOCK TO LEAVE 'VARSITY

Wants to Quit Football Career and Go Into Mercantile Business In Idaho.

There was considerable surprise and many protests occasioned at the University of Utah yesterday afternoon when it became known that Coach Joseph H. Maddock had asked the faculty for his ease, and the announcement was made hat he had decided to give up his foothat he had decided to give up his foot-ball career and enter into the mercan-tile business in Idaho. Under his con-tract Maddock would remain here until the end of the year and, in all proba-bility he will do so and not go to Idaho until the end of the football season. Coach Maddock has just returned from Sattle where he acted as referee at the exposition track meet. Maddock stated that the meet was a big success and that some of the greatest athletes in the country competed. He stated that in his opinion Brinton would have had a good chance in the 100 and 220-yard races, and that Adams could have won the pole vault.

that Adams could have won the pole vault.

Coach Maddock leaves for Idaho this evening where he will remain until it is time for football practise.

"I sincerely regret to leave the U. of U.," said Maddock, "but I think it is to my best interests to do so and go into the banking and mercantile business. If the U. can not secure a capable coach I would gladly devote three months of my time for the benefit of the game."

Touch Maddock was star tackle on the University of Michigan team and after graduating from that university he came to Utah and has since been coach for the U. of U., developing fast teams and doing wonders with the longhaired gridiron heroes.

#### SENIORS WIN ANOTHER.

The Salt Lake Seniors defeated the All Stars yesterday afternoon by a score of to 1. The game was fast and interesting throughout and both teams playad errorless ball. The lineup:

	All-Stars.
E White	Malone
Brinkley I	Williams
King1	B C. White
Grav	BBallard
Peterson	BMoore
Brown	SColton
	F Manley
Butler	FR. Comisky
	FB. Comisky
SCORE BY	INNINGS.

#### JOHNSON UNDERSTANDS BASEBALL UMPIRING

Jack Johnson held the indicator at the Jack Johnson held the Indicator at the ball game yesterday afternon between the Occidentals and the Salt Lake team, and showed by his work that he understands the great national game. He gave good satisfaction and his decisions were usually received with applause. The Occidentals were victorious by a score of 6 to 4. The teams lined up as follows:

Occidentals.	Salt Lake.
Langford	Dahlquist
Langley	
Smith B.	Kaefer-Margetts
Black B.	
Hawkins B	
Robison	SScanlan
MiddletonL.	
Rogers	
HarrisonR.	FTegun

#### RESULT OF GAMES IN THE BIG LEAGUES

#### AMERICAN LEAGUE.

W. L. Pet.   Pet.
At New York—First game—Score: R. H. E Score: R. H. E New York 7 9 1 Boston 6 10 1 Batteries—Warhop and Sweeney; Ar- tellanes, Karger, Cicotte and Carrigan. Second game—Score: R. H. E New York 2 8 2 Boston 1 7 2 Batteries—Brockett and Sweeney; Hall and Carrigan.
At Detroit—   Score: R. H. E
At Cleveland—  Score: R. H. E. Lleveland 1 8 1 Philadelphia 2 2 8 0 Batteries—Rhoades and Easterly; Mortan and Livingstone.

NATIONAL	LEAGUE.
Pittsburg Chicago Chicago New York Cincinnati Philadeiphia St. Louis Brooklyn Boston	
At Boston— First game— Score: Boston Brooklyn Batteries—Mattern a Bell and Bergen. Second game— Score: Boston Brooklyn Batteries—Ritchie a torius and Marshall.	R. H. E

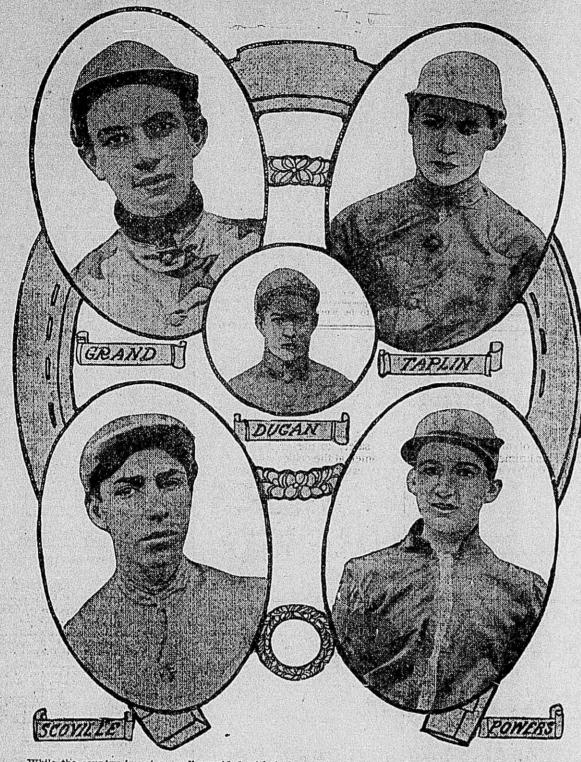
Batteries-Willis and Gibson; Lush, Melter and Phelps.

At Philadelphia-

#### MESTERN LEADUE

WESTERN LEAGUE.	between eight and nine knots, and that
At Denver—  Score:  Denver	each, showed strength and powers of endurance.  The courses were plotted with care so that the boats would be sure to keep apart and the race was for two miles. As fast as the boats crossed the finish line they made it known by coming to the surface. They were lost to view for the entire course.  The Cuttlefish won, the Viper was second and the Tarantula third. The Octopus, which is in a larger class, dld
ind Kerns.	INNES' BAND AT SALTAIR,
At Wichita— R. H. E. theolin 2 7 1 1 Stehlts 4 7 1	Today, Tomorrow and Sunday. Two

FIVE LEADING HORSE PILOTS MAKING TURF HISTORY THIS SEASON.



While the country is not as well provided with jockeys this year as usual, there are sufficient riders, but few real stars. Probably Shilling is the premier. His services are much sought after, and John E. Madden is one of his patrons. V. Powers is probably next best. He is in demand all the time, and there are few races in which he fails to have a mount. He is a strong finisher, but at times very listless. R. Scoville's work has been clean and good throughout the season, and he is always able to get a mount when free from contract engagements. Eddie Dugan has lost friends through his rough riding, and he is constantly in trouble on this account. He is a finished rider, and when he has the mount he can be depended upon to win. He is very alert at the post and, after W. Miller, the best post rider seen on New York tracks in the last two or three years. Taplin recently became a full fledged jockey, his apprenticeship having just expired. He has won a number of races for his employer, H. G. Bedwell, and has attracted more favorable critic's m than any of the youngsters riding this season. He uses excellent judgment in long races, waits patiently and generally has something left to finish with. Grand is doing good work in spots. He is a strong finisher, plucky and uses good judgment.

Batteries - McCafferty and Mason; Altchison and Jokerst. At Pueblo-Pueblo-Des Moines game postponed

#### NORTHWESTERN LEAGUE.

At Portland—  Score: Aberdeen	7 7 3rier
At Seattle—  Score: R Seattle	9 6 ,
At Tacoma— Score: R Tacoma	11 6

COAST LEAGUE.	
At Sacramento— Score: Vernon	R. H. E. 2 4 0 1 7 0 Brown
At Los Angeles— Score: Los Angeles Oakland Batteries—Nagle and Orendorfi	R. H. E .4 9 3 .2 6 2 ; Bolco
At San Francisco— Score: Fortland	.1 3 4

#### SPRINTERS' NIGHT AT THE SAUCER TRACK

The sprinters will have tb'ngs pretty much their own way down at the saucer track this evening and some fast finishes are looked for. There will be two western championships and another feature will be the team match race with Hopper and Wells on one sige and Bardgett and Hehir on the other. The race will be a three-heat affair, one-half, three-quarters and a mile.

The program in full is as follows:

Hopper-Wells vs Bardgett-Hehir, match sprint race, best two in three, one-half, three-quarters and one-mile beats.

Two-mile open, western championship, professional

One-mile handicap, professional, Quarter-mile open, western champion-ship, amateur, Five-mile open lap, amateur,

#### SUBMARINE BOAT RACES IN NARRAGANSETT BAY

Newport, R. I. Aug. 20.—It was learned today that the first race of submarine boats under the surface of the water was held in Narragansett bay a water was held in Narragansett bay a few days ago. The navy department is guiding the details. It is learned, however, that the boats made a speed of between eight and nine knots, and that each, showed strength and powers of endurance.

## RECORDS BROKEN TWO LIVES LOST

William A. Bourque and Harry Holcomb Meet Death in Indianapolis Automobile Races.

Indianapolis, Ind., Aug. 19.-Two lives were lost at the opening of the new Indianapolis motor speedway William A. Bourque, driver of the Knox car, in the 250-mile race, and Harry Holcomb, his mechanician, were killed by crashing into a fence.

Two records were broken. Barney Oldfield, driving a high power Benz covered a mile in 43 1-10 seconds, breaking De Palma's mark of 51 seconds, and finished third, in 4:52:39 7-10. Another miles in \$:56 2-5, cutting Oldfield's time of 9:12.

Robert Burman won the 250-mile race, the feature of the day. It was this conthe feature of the day, it was this contest that cost Bourque and Holcomb their lives. The winner's time was 4:36:57-4-10—slow because of the many accidents that marred the race. The Stoddard-Dayton-Clements was second, in 4:46:01-8-10, and the National (Merz) finished third in 4:52:39-7-10. Another National was the only other car of 10 starters to finish.

The death of the two men caused the American Automobile association to inform the owners of the track that certain changes must be made by tomorrow or sanction for the remaining events will be withdrawn.

The association demanded the track be freed from its many dangerous ruts and that every inch of it be thoroughly oiled and tarred. Today only

be freed from its many dangerous ruts and that every inch of it be thoroughly oiled and tarred. Today only a short portion in front of the grandstand was oiled and the dust on the other parts is blamed for the collapse of the drivers in the long race—Louis Chevrolet and Frad Ellis—who were blinded by the dense white mist that covered the major portion of the track. The Knox car was in second place, with Burman in his Buick leading, and had covered nearly 150 miles when the crash came, While coming down the home stretch, the car suddenly swerved and tore into the fence at the left of the track, turning completely pover and pinning its two occupants beneath it. Both men were allve when taken from under the wreck, but Bourque died in the ambulance on the way to the emergency hospital, Holcomb died a few minutes after his arrival at the hospital.

STEERING WHEEL SLIPPED.

STEERING WHEEL SLIPPED. According to the story told by Private Frank Brander of the Indiana nations, guard, who was nearest the accident, something caused both men suddenly to turn and look behind. As they did so the steering wheel slipped from Bourque's hand. Then came the accident. Bourque was 26 years old and lived at Springfield, Mass.

Holcomb was 22 years old and lived at Grandville, Mass. Both men were annuaried.

The sight of the men lying dead was too much for the friend of both, who had been called upon so often to face death in the same manner.

Louise Chevrolet, the French driver of the Buick team, was led into the hospital—almost blinded with the tar and dust from the track—shortly after the two men had died. The Frenchman, who had been leading during the early part of the long race, was forced man, who had been leading during the early part of the long race, was forced to give up. He gazed upon the bodies of his two former rivals, then overcome by emotion, staggered to a chair. As a result of the two deaths the Knox company has withdrawn all its entries for the next two days and it is said it will probably never agair enter its cars in a race.

ars in a race.
The following cars started in the 250mlle contests:

Knox (Bourque), National (Kincald),
National (Morse), Stoddard-Dayton
(Miller), Buick (Burman), Buick
(Strang), Bulck (Chevrolet), Jackson
(Ellis), and Stoddard-Dayton (Clemmile contests:

(Strang), Bulck (Chevrolet), Jackson (Ellis), and Stoddard-Dayton (Clements).

Strang was the first to come to grief as his car caught fire before he had completed one lap. He was delayed some time by this and the officials at first refused to allow him to continue as he and his mechanician had been aided by the track volunteer fire company in extinguishing the blaze. After a long discussion Strang was allowed to continue, but the remainder of the field had then gained about 15 miles on him and he dropped out.

Chevrolet dashed into the lead at the start and held it for 52 laps or more than half the race with the brief exception of the fifteenth and sixteenth laps, when he relinquished it to his teammate, Burman, the winner, When he was blinded by dust he was leading the track and his car withdrawn.

Miller in a Stoddard-Dayton also gave up.

TEN-MILE RECORD GOES.

TEN-MILE RECORD GOES.

After Cheyrolet's withdrawal, Burman again went into the lead with Bourque second and Kincald in a National third. This order continued until the fatal accident to the Knox. Kincald then moved into second place and Ellis, in a Jackson, loomed up as a contender in thirl place.

Burman led until the eighty-second lap or about 256 miles had been covered. Continued trouble with the tires and ignition caused him to lose his once commanding lead and drop back to second, while Ellis, who had passed Kincald, some distance back, took the lead, with Burman second and Clements in a Stoddard-Dayton third.

Then the Jackson began to encounter

Then the Jackson began to encounter its string of mishaps that finally put it out of the race. A. J. House, the mechanician, was taken ill and orced to leave the car.

to leave the car.

With Jackson out of commission, Burman was able to regain his lead with Clements second and Kincaid third. This order continued until the finish.

It was in the second event—a 10-mile race for stripped classes—that the first record was broken. Chevrolet won easily and apparently had little difficulty in cutting Oldfield's record from 9:123-5 to 8:564-10. This race was a clean sweep for the Buicks as Strang finished second and Burman third,

The closest race came in the five-mile The closest race came in the five-mile

stripped Chassis event, won by Burman in a Buick after a flerce struggle with Bourque. The two mighty cars tore around the track with wheels almost touching throughput the discounts. unmarried.

Albert Dension, racing partner of around the track with wheels a Bourque, collapsed axter the accident, touching throughout the five miles

Admission 25c.

## Bicycle Races Tonight Salt Palace Saucer Track, 8:15 P. M.

HOPPER-WELLS VS. BARDGETT-HEHIR, Match Team Sprint Race. Best two in three, 1-2, 3-4 and 1-mile heats.

One-Mile Handicap, Professional. Quarter-Mile Open, "Western Championship," Amateur. Five-Mile Open Lap, Amateur. TWO-MILE OPEN, "WESTERN CHAMPIONSHIP," Professional.

Held's Military Band. Tickets on sale Stickney's Cigar Store. 10-BIG FAST SPRINT EVENTS-10.

# 'DARK HORSE" IN

Mysterious Aeroplane Causes Much Speculation-Thousands Visiting Rheims to See Contests,

Rheims, France, Aug. 19.-Rheims is filling up rapidly with visitors from all parts of the world for aviation week. It is said that one of the surprises of aviation week will be the appearance of a mysterious aeroplane, built along the lines of the Wright machines, which has been used successfully in a number of secret flights near Paris. The pilot of this machine only abandoned a project to fly from Paris down to Rheims because of the possibility of damaging his duse of the possibility of damaging as flyer. This aeroplane takes to the air immediately without running over the ground or making use of outside force. It rises affoat by varying the angle of the planes and the strength of its pro-

the planes and the strength of its propellers.

It is understood that Glen H. Curtiss, the American entry, will use an eight instead of a four-cylinder motor which develops 35-horsepower and drives the propellers at the rate of 1,000 revolutions a minute. This motor weighs a little over 200 pounds.

The high wind today made any experimental flights impossible. Farman, Sommer, Fournier and Gobron are among the aeronauts who arrived at Thielms today.

The American aviator, Glenn H. Curtiss, at sundown today added a dramatic feature to the trial flights of aeroplanes entered for the contests of aviation week, by skilfully guiding his machine above another aeroplane, thus averting a collision.

The feat was accomplished when for

another aeropiane, thus averting a collision.

The feat was accomplished when, for the first time in history, three heavier-than-air craft were maneuvering together at the same time. All were flying rapidly, when suddenly urtiss saw M. Pumanset, in an Antonette monopiane, approaching at right angles and on the same level with him. Curtiss, realizing the danger, elevated his planes. His machine instantly shot upward and soared safely over the Frenchman.

Spectators watched the maneuver with bated breath, but when they saw it was successfully and brilliantly carried out they applauded the American wildly. The third machine in the air at this time was that of M. Tissandier.

Experts tonight were agreed that Mr. Curtiss had made a fine demonstration of his skill and ability to control his machine. They declare that his bi-plane was a real racer.

The wind, which had been blowing for two days, suddenly died out at sundown, and the aviators rusned to the sheds and dragged out their machines.

Count de Lambert, in a Wright model, was the first to start and made a complete circuit of the aerodrome. M. Tissandier, also in a Wright bi-plane, followed him.

Then the Curtiss machine, looking smaller and more compact than the others, was placed in position for a

smaller and more compact than the others, was placed in position for a

smaller and more compact than the others, was placed in position for a fight.

'Where will you land?" Curtiss was asked.

"I will land right here." he answered, and he started his motor.

After a short run over the ground, the aeroplane ascended and made a wide turn, and then described evolutions back and forth over the aerodrome.

True to his word, he landed without accident at his place of starting, after having been in the air four minutes. The altitude reached by him was 150 feet, 50 feet higher than any of the others. Cotunt de Lambert and M. Tissandier each made flights of 12 minutes during the evening, and Hubert Latham took a few short spins about the course.

Mr. Curtiss said:

am took lew short spins about the course.

Mr. Curtiss said:
"I am entirely satisfied with my aeropiane, which the recent accident has not in anywise hurt. I used an eight-cylinder motor. The only trouble I experienced was with the propellers, which revolved so fast that the draft from them strained the rudder. This, however, can be remedied for future flights by strengthening the rudder."

Mr. Curtiss joined the other experts in a statement to the effect that aviation is a fine-weather sport, but people must not expect flights in all sorts of weather. Personally, Mr. Curtiss said he did not intend to take any risks. He has de-

Personally, Mr. Curtiss said he did not intend to take any risks. He has decided not to enter the passenger-carrying test, as he has no hope of defeating Bleriot in it. He intends, he said, to devote himself to the speed contests.

#### LITTLE ARRIVES AND "LI'L" ARTHUR LEAVES

When the Los Angeles limited pulled into Salt Lake last evening it carried George Little, manager for Jack Johnson. The big black with a large following of admirers, met Little, and Johnson and his wife boarded the train and are now speeding on their way to Los Angeles. From there they will go to San Francisco, where they have a conference on with Jimmy Confroth and Johnson will then go to Oakland to prepare for his fight with Stanley Ketchel. "I do not see where Ketchel has any more chance against me than Burns had," said Johnson before leaving. "The fight will not go more than 10 rounds if it goes that far, as I feel sure of wearing Stanley down within six or seven rounds and then comes the punch that brings home the bacon.

"What do I think of Burns?
"I think he is a good, strong, game and clever fellow, but not in the champlonship class. Kotchel is not Burns did only it won't take me so long."

As to the \$5,000 for feit, Johnson said: "The money is up all right and that yarn sent out is not the truth. I posted \$5,000 for Jeffries and would like to wager \$5,000 more that my forfeit for Jeffries is up."

Johnson said he enjoyed his visit in Sait Lake and proposes to come back here with his big automobile. He likes the wide streets and has an acute attack of gasolinitis, so it is not unlikely he will return.

#### FLIGHT SHOOTING.

Chicago, Aug. 20.—Flight shooting for both men and women, a man's team round competition and a dozen women vs men matches were the features of today's competition in the national archery tournament at Washington. today's competition in the national archery tournament at Washington park. In the women vs men match the women shot 72 arrows at 40 yards and the men 72 arrows at 60 yards.

#### LAWN TENNIS TOURNAMENT.

Newport, R. I. Aug. 20.—Twenty-six matches remained in the third round when play was resumed today in the National Lawn Tennis tournament on the Casino courts.

The feature for the grandstand courts today was the match between Wylie C. Grant, who with T. R. Pell, went from New York to Atlanta Ga and care The feature for the grandstand courts today was the match between Wylie C. Grant, who with T. R. Pell, went from New York to Atlanta, Ga. and captured the southern doubles champlonship, and Edward P. Larned, brother of the middle states championship.

#### WILLARD'S ATTEMPT FAILS.

Mineola, L. I., Aug. 20.—C. Foster Willard's first attempt to win the trophy offered by the Scientific American for the longest flight by an aeroplane, failed today because of an accident to the framework of his machine, the Golden Flyer. After flying in a semi-circle for nearly a mile, Willard was compelled to alight and postpone further attempts until next wek. The machine is the one formerly operated by Glenn H. Curtiss.

#### UNIQUE TOURNAMENT.

Boxing and Billiard Contests; Willie Hoppe in the Latter.

Spokane, Wash. Aug. 20.—A combination boxing and billiard tournament, to take place in Spokane in 1910, extending over-two or three weeks, is planned

#### ?<del>?????????</del> "White Fawn Flour

"It makes the Cake Cooks Like to Bake.

It makes the Bread that's Way Ahead!"

SALT LAKE & JORDAN MILL & ELEVATOR CO.

**600000000000000000000000** 

by Ed Kane, manager of Willie Hoppe, the billiard champion.
"My plan," explains Kane, "is to have each state in the Union and each province in Canada, hold a tournament to select its best lightweight amateur, bringing all these to Spokane. The contests here would settle the eastern, western and Canadian championships, and the final winner would be definitely determined as the American lightweight amateur champion.
"Billiard tournaments could also be arranged." by Ed Kane, manager of Willie Hoppe

#### BERNHARD DON'T KNOW.

Nashville. Tenn., Aug. 20.—Manager Bernhard of the Nashville team, when questioned as to the reports that he would succeed Lajoie as manager of the Cleveland club, disclaimed any knowledge of the matter save what he had seen in the newspapers.

Saltair-every day a big day,

#### A-Y-P EXPOSITION RATES,

Via Oregon Short Line R. R. \$39.00 from Salt Lake to Seattle and rn; on sale dally commencing June Ask agents for further particu-

Hamlin Paints. Need any signs? Both

WATCH FOR THE BIG RED CARS FOR POINT LOOKOUT. Cars leave 2nd So. and Main St. for Emigration Canyon at 10 a. m. and 2

p. m. daily except Sunday.

#### SIX BEST SELLING BOOKS.

Record for July. According to the lists furnished by leading Book Sellers of the country the six books (fiction) whichhave sold best in the order of demand during the month are:

nth are:
The Inner Shrine. Anon. \$1.50.
Katrine Lane. \$1.50.
The White Mice. Davis. \$1.50.
The White Sister. Crawford. \$1.50.
Mr. Opp. Rice. \$1.00.
The Men in Lower Ten. Rinehart.



### **Electric Power** Saves Money

Because it saves time—saves the time both of your clerks and of your customers. A small electric motor direct connected to your coffee mill will grind the coffee in less than half the time which it requires to grind it by hand, and will do the job much better. You save money by saving on clerk hire, and you increase your business by being able to wait on your customers promptly.

Let our representative call and tell you about it.

'Phone our Commercial Depart-

## **Utah Light and** Railway Co.

"Electricity for Everything."

# 

have established in connection with our paper, a Patent Bureau, and invite the co-operation of Inventors, Mechanical Engineers, Draughtsmen, Machinists, Sup-erintendents and Foremen of Shops and Mills, Skilled Mechanics in all trades, Farmers and all others, in building up a patent system, that will give honest advice to investors, protect their interests by good patents and strong contracts; assist Inventors in perfecting their inventions, and in selling their pat-ents when obtained; and in all matters to render careful service and give full value for money paid.

We have associated with us at Washington, D. C., an attorney who has been in continuous prac-tise for the past twenty years, and we are in position to guarantee that any patent matters placed in our hands will receive prompt and careful attention, and that the charges will always

be moderate.
We also, in addition to securing of patents, obtain Trade-Marks, Copyrights, Labels, De-sign Patents, and in fact transact business of all character in .

All patents secured through our All patents secured through our abureau will be advertised for sale at our expense, and will thus be brought to the attention of the thousands of readers and materially assist the inventors in dsposing of their patents.

If you have made an invention, and the arrows have made an invention, and the arrows have the and de-

send us a rough sketch and de-scription with \$5, and we will have our attorney make a thorough search of the records of the United States Patent Office, and advise you as to the secur-ing of patent, the cost and the menner of proceeding.

Patent Bureau, The Deseret News, Salt \$ UNION BADGES.

and Banners. Special prices, designs free. Chas. Peterson, 20 Richards St.

#### ASSESSMENT NOTICE.

ASSESSMENT NOTICE.

BINGHAM AND ORLEANS MINING COMPANY. Principal place of business No. 70-71 Commercial Block, Salt Lake City, Utah. Notice is hereby given that at a meeting of the Board of Directors held on the 24th day of June, 1909, an assessment of five (5) cents per share was levied on the outstanding capital stock of the corporation, payable on, or before the 2nd day of August, 1909, to A. W. Mente, President, https://doi.org/10.1008/j.com

Lake City.

Date of first publication June 25, 1909.

At a meeting of the Board of Directors of the Bingham & Orleans Mining Company, held July 29, 1809, the date of delinquency of the above assessment No. 1, was extended to August 23, 1809, and the date for the sale of delinquent stock was extended to Sentember 2, 1909 was extended to September 9, 1909. WADE LOOFBOUROW, Secy.

#### DELINQUENT NOTICE

#### Assessment No. 1.

OPEX CONSOLIDATED MINES COM-FANY, Principal place of business, Provo, Utah. Notice.—There are delin-quent upon the following described stock on account of assessment No. 1 of 5 cents per share, levied on the 10th day of July, 1909, the several amounts set epposite the names of the respective shareholders as follows: No.

1 Jesse Knight	Shrs.	Amt.
1 Jesse Knight	399,996	\$19,999.80
1 & Lainvette Hancheft		.05 5.00
13 Paul Walton 14 Margaret H. Jones.	100	5.00
14 Margaret H. Jones	., 100	5.00
		75.00
16 Henry L. J. Warren	50	2.50
17 Henry L. J. Warren	100	5.00
18 Henry L. J. Warren	100	
19 Henry L. J. Warren	100	5.00
16 Henry L. J. Warren 17 Henry L. J. Warren 18 Henry L. J. Warren 19 Henry L. J. Warren 20 Henry L. J. Warren 21 Henry L. J. Warren	100	5.00
of Henry L. J. Warren	500	5.00
		25.00
80 D. B. McIntosh	100	5.00
81 Myrtle Webb	25	1.25
Ivo F. Augustus Heinze	133	6.65
106 F. Augustus Heinze	50,666	2,533.30
107 Samuel Newhouse	133	6.65
107 Samuel Newhouse 109 Samuel Newhouse	60,708	3,035.40
		97.90
115 Alexander C. Ewing 116 Myrtle W. Ewing.	2 553	97.90 129.15 129.20
116 Myrtle W. Ewing	2 584	120 20
123 Powers & Marioneau	950	10.50
125 M. J. Eldgeworth	200	12.50 9.35
123 Powers & Marioneau 125 M. J. Eldgeworth 130 J. Fewson Smith	101	10.50
130 J. Fewson Smith	250	12.50
138 Mrs. E. A. Donahue	35,000	1,750.00
139 Mrs. E. A. Donahue	0,000	250.00
140 Mrs. A. E. Donahue	5,000	250.00
141 Mrs. E. A. Donahue	. 5,000	250.00
144 Mrs. E. A. Donahue	1.000	50.00
145 Mrs. E. A. Donahue	100	5.00
139 J. Fewson Smith 138 Mrs. E. A. Donahue 139 Mrs. E. A. Donahue 140 Mrs. A. E. Donahue 141 Mrs. E. A. Donahue 144 Mrs. E. A. Donahue 145 Mrs. E. A. Donahue 146 Mrs. E. A. Donahue 147 Mrs. E. A. Donahue 147 Mrs. E. A. Donahue	100	5.00
147 Mrs. E. A. Donahue	100	
147 Mrs. E. A. Donahue 148 Mrs. E. A. Donahue		1.65
149 Freeman Morningstan	1,925	96.25
151 Mrs. E. A. Donahue 168 Jas. A. Pollock & C 169 Jas. A. Pollock & C 172 Frank P. Swindler. 177 Frank P. Swindler. 178 Frank P. Swindler. 179 Frank P. Swindler. 184 M. J. Edgeworth 194 Jesse Knight 196 H. J. Warren	500	25.00
168 Jas. A. Pollock & Co	500	25.00
169 Jas. A. Pollock & C	500	25.00
172 Frank P. Swindler	500	25.00
177 Emale D. Swindler	100	5.00
177 Frank P. Swindler	100	5.00
178 Frank P. Swindler	100	5.00
179 Frank P. Swindler	. 100	5.00
184 M. J. Edgeworth	12	.60
194 Jesse Knight	25,000	1,250.00
196 H. J. Warren	100	5.00
197 H. J. Warren	. 50	2.50
197 H. J. Warren 198 H. J. Warren 200 Amanda M. Knight 202 Andrew Anderson	22	1.10
200 Amanda M. Knight	600	30.00
202 Andrew Anderson	. 400	20.00
202 Andrew Anderson 203 Andrew Anderson	. 400	
And in accordance wi	th law	and an
order of the Board or	Directo	rs made
on the 10th day of July	1909.	nany
shares of each parcel of	stock	as may
be necessary will be sold	at pul	alle Buc-
tion at the office of the	compar	V. room
7 Knight Block Prove	Titah	n Tues-
day Sentember 7 1909 a	t the h	our of 2
o'clock n. m. to nav	the de	linguant
aggesment together with	the no	et of ad
203 Andrew Anderson And in accordance wi order of the Board or on the 10th day of July shares of each parcel of be necessary will be sole tion at the office of the 7. Knight Block, Provo, day, September 7, 1909, a o'clock p. m., to pay assessment together with vertising and expense of	of sale	se or ad-
vertising and expense of R. E. ALL	EN Sec	rotary
Office, Room 7, Knigh	Block	Prove
Utah.	Dioch	, FIUVO,
		55E KY 50 48 4

#### ASSESSMENT NOTICE.

SWANSEA CONSOLIDATED MINING COMPANY, Principal place of business, Provo, Utah. Notice is hereby given that at a meeting of the Board of Directors of the Swansea Consolidated Mining Company held on the 10th day of August, 1909, an assessment (No. 1) of one (1) cent per share, was levied on the outstanding capital stock of the corporation, payable immediately to R. E. Allen. Secretary, Room 7, Knight Block, Provo. Utah. Any stock on which this assessment may remain unpaid on, Monday, September 13, 1909, will be delliquent and advertised for sale at public auction, and unless payment is made before will be sold at my officen Tuesday, October 5, 1909, at the hour of 2 o'clock p. m., to pay the delliquent assessment, together with the cost of advertising and expense of sale.

R. E. ALLEN, Secretary, Office, Room 7, Knight Block, Provo, Utah. SWANSEA CONSOLIDATED MINING

#### ASSESSMENT NOTICE.

ASSESSMENT NOTICE,

UINTAH TREASURE HILL COALITION MINING COMPANY, Principal place of business, Provo, Utah. Notice is hereby given that at a meeting of the board of directors of the Uintah Treasure Hill Coalition Mining Company, held on the 10th day of August, 1909, an assessment (No. 4) of one (1) cent per share was levied on the outstanding capital stock of the corporation, puyable immediately to R. E. Allen. Secretary, Room 7, Knight block, 1907, and unless payment is made before will be sold at my office on Wednesh September 15, 1909, will be delirous 12 and advertised for sale at public nuttion, and unless payment is made before will be sold at my office on Wednesday October 6, 1909, at the hour of 2 ocice; p. m. to pay the delinquent assessment together with the cost of advertising and expense of sale.

R. E. ALLEN, Secretary, Utah.

#### NOTICE TO CONTRACTORS.

Bids will be received for the erection of a two-story brick business building at Eureka, Utah, to be sent to Mr. Patrick J. Fennell, Eureka, not later than 9 p. m. on August 23rd, accompanied by certified check for 3 per cent of amount of bid. Plans and specifications are at the office of the architects, Wakkins & Birch, Dooly Building, Salt Lake City, and at Eureka, Utah.

PROBATE AND GUARDIANSHIP NOTICES. Consult County Clerk or respective sign-

ers for further information. IN THE THIRD JUDICIAL DISTRICT

IN THE THIRD JUDICIAL DISTRICT court of Salt Lake County, State of Utah. In the matter of the estate of John M. Bell, deceased. The undersigned will sell at private sale on or after the 28th day of August. 1909, the following described real estate and personal property to will. property, to-wit:

Lot 8, block 4, Section 36, township 1 south, range 1 west. Salt Lake Meridian. Also beginning at a point in the center of a street 10 chains 75 links true west from the southeast corner of carties. So township 1 south

true west from the southeast corner of Section 36, township I south, range I west, Salt Lake Meridian, running thence north along the center of said street 3 chains, 53 links; thence south 80 degrees west I chain, 55 links; thence south 3 degrees 30 minutes west 3 chains; then true east along the section line I chain, 54 links to center of street and point of beginning, containing 87 square rods of ground, more or less. less.
Also 12 shares of the capital stock of the Big Ditch Irrigation Company. Bids will be received at the office of Stewart & Stewart, 514 Judge building, Sait Lake City; terms of sale cash, 10 per cent at

time of sale, balance upon confirma-Stewart& Stewart, Attorneys for Administrator.

SALT LAKE Direct wire Por all Sporting EXCHANGE California and Eastern Races.

Events, 48 East Second South