DESERET FVENING NEWS: SATURDAY JULY 7. 1906.

WITH A WOODEN KEY HOW JAMES J. HILL UNLOCKED UNCLE' SAM'S CORNER GATEWAY to the ORIENT.

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

(Copyright, 1806, by Frank G. Carpen- | part the building of the Dakota and the ter.)

26

A EATTLE is fast becoming Uncle Sam's great corner gateway to the orient. Some of the best harbors of the Pacific are situated on Fuget sound; and this town could develop landing facilities enough to accommodate all the boats of the world. As it is now the largest steamers which ply between China and the United States sail from Smith's cove on the edge of Seattle. I went down to see one of them during my stay here. It was the Minnesota, one of James J. Hill's two mighty freight carriers. you will imagine an apartment house about seven stories high, and wide enough to fill the average city street from one end to the other of a 630-foot block, you will have the outside di The ship will carry severa hundred cabin passengers, and in its hold can be stored 25,000 tons of cargo, or enough to load a solid train four or five miles in length. The Dakota is of just the same size, and I understand that the two are loaded on their every trip across the Pacific.

UNLOCKED WITH A WOODEN KEY

These ships are the outcome of Mr. Hill's hunt for Great Northern freights. They are an annex to the Great No ern rillway, which has unlocked this door to the orient, as it were, with a wooden key. The story has been told by Mr. Hill himself. He had built his road from St. Paul to Puget sound and started the trains. After a short time he found that his cars were well filled going east to west; but they were returning half empty. He also found that it cost him just \$125 to carry a car from Seattle to St. Paul, and the way seemed clear toward a large losing business. Then Mr. Hill went over the road and looked out for freight. He cast his eyes into the woods of this great northwest and saw something like 400,000,000,-000 feet of the world's best timber ready for cutting. Other men had seen it be fore. but as Hill looked through the woods he also saw trains flying toward

the east carrying it to the markets. He began to figure. The other trans-Pacific railways were charging about a cent a pound for that sort of freight. Hill calculated that he could carry it for half a cent and less, and he gave that rate to the lumbermen. The result was a big traffic. The Washington cedars nd firs began to build the houses the Mississippi valley and shingles by the billion to travel over the Rockies toward the Atlantic. The forests rose enormously in value and lumber jumped from almost nothing to \$12 or \$15 per thousand.

COTTON FREIGHTS.

In a short time the cars were carrymore eastward than toward the The empty trains were now west. the other side of the ledger, and Hill had to fill them. He again cast his toward the west, and this sent them on a voyage across the Pa-He saw that half the world's effic. population lived on the other side of that great ocean ferry, and that they all dressed in cottons. He then began to plan to carry the products of our southern plantations thither. A part of that scheme was the combination of Great Northern railroads, and another

Minnesota. His work at once began to show. In 1901 he was carrying to Puget sound 13,000 bales of cotton piece goods and 13,000,000 pounds of raw cotton. One year later he had increased the piece goods almost 500 per cent and the raw cotton fully 300 per cent, while at the same time he was building up a good business with the orient in hardware chinery and nails.

These big ships were a necessity in order to bring down ocean freights, for Hill has to compete not only with the other transpacific roads and such ports San Francisco, but also with the big steamers from France, Germany and England, whose goods are not loaded with a long rall haul across the Rocky mountains. The general freights have been so cut that a ton can now be sent from Chicago to Manila by way of Scattle for \$8. The distance is about 8,000 miles, so that freight is toted a thousand miles for a dollar or a hundred miles for a dime. Mr. Hill says that the rate will eventually be reduced to \$7 per ton.

OUR TRANSPACIFIC TRADE.

In the meantime our trade across the Pacific is increasing all along the coast. The ships of other ports have been greatly enlarged and San Francisco has steamers which compare favorably with the leviathans of the Great Northern The Pacific Mail added the Siberla and the Korea to its ships in 1901, and the Mongolia and Manchuria in 1904. These ply between San Francisco and Yokahama, Shanghai and Hongkong. The Boston Steamship company has five steamers running between Seattle and Tacoma and the oriental ports and a German steamship line known as the Portland and Asiatic has monthly vessels from Portland to the orient. Th Nippon Yusen Kaisha, which might be called the Japanese steamship trust, run regular steamers between Seattle and Yokahama, and the Nippon Kis-hin Kaisha has three vessels which are running regularly from Yokohama to Saf Francisco. There is also the Occidental and Oriental company plying between San Francisco and China and Japan under the British flag, and a large number of tramp steamers which call irregularly at the various ports. The Spreckles line connects the United States with Hawaii, Samoa, New Zea-land and Australia, and also with the Society Islands, so that now almost ev. ery part of the Pacific has direct connection with us. In addition to this is the great Alaska trade, and the coastal vessels which are doing a business of mammoth proportions.

OUR ASIATIC TRADE.

The people here think our Asiatic trade is just at its beginning. It should be so, for there are 500,000,000 people living on the other side of this great water way reached by cheap transporta-tion. As it is now, most of our foreign business is with Europe. We lead the world in exports, but it is the English and Germans who are our chief customers. We sell something like a bil-Hon and a half dollars' worth of goods to foreign countries every year; and for the year ending June 30, 1905, only a little more than one-fifth that amount went to Asia and Oceanica. This was an increase of about 200 per cent over our trade with those countries ten Northern Pacific, Burlington and years ago, but it is a bagatelle in comparison with the possibilities.



THE DOCKS AT SEATTLE.

Photographed for the Saturday "News" by Frank G. Carpenter, and Showing the "Minnesota" and "Dakota," the Largest Freight Ships Afloat.

Take Japan. That country has now Korea with 12,000,000, Asiatic Russia !

46,000,000 people and is becoming one of the big customers of the world. Its total trade with us amounts to \$100,000,-000 a year, which is four times as much as it was when it began its new era as a world power. The Japanese are rap-idly increasing their consumption of foreign goods, and they will eventually use many times what they do now The Chinese- Japanese war and the

war between Russia and Japan have done wonders in breaking down the wall between China and the outside world. Our trade with that country including Hongkong, is now \$92,000,000 which is three times as much as it was a decade ago. The Chinese will increase

their demands for foreign goods just as the Japanese have done, and with the opening up of the country to railroad and modern industries, the consumption may be ten times what it is now. The Chinese boycott is temporary They are among the shrewdest trader and best business men of the world, and they will not allow a sentiment to affect their trade a long time. In 1903 ur exports to Japan were niore than \$1 for every man, woman and child in the country. When they become that for China we will be sending \$400, 000,000 worth of American goods there every year, In addition there is the market of

with 22,000,000 Siam with 5,000,000 and the British East Indies with 350,000,000. There are the millions upon millions of the Dutch East Indies, of the French East Indies and of the islands of the seas, making up a total for Asia and Oceanica of almost 900,000,000 souls. It will be a long time before all these people will be using American products, but the possibility of our Pa-cific trade running over \$1,000,000,000 a year is easily conceivable.

MANUFACTURING ON THE PACI-FIC.

This means an immense growth of manufacturing on the Pacific predict that San Francisco will within a few years be a greater industrial center than ever. The mere rebuilding of the city will cause the establishmen of many manufacturing plants, and its trade with the orient will re-establish all the old industries and bring in new ones. Here at Seattle there are almost 1,000 manufacturing establishments, small and large. Ten million dollars are invested in them and they make a pro-cuct of \$26,000,000 a year. This is ac-cording to the census of 1900, and it ows an increase of about 300 per cent over the manufactures of 10 years before. This Puget sound region has vast quantities of coal which are easily of 8,000,000, of Australia with 5,000,000, a short railroad haul, and the timber

resources are among the greatest or earth. Seattle now has rolling mills cordage works, sawmills and shipyards, and it will eventually have sugar refinerias and other industries. There are terra colta works, furniture factories 000 a year. and factories for the making of sash, doors, blinds, barrels, boots, shoes clothing, woolen goods and a number of other things. As the trade with the east grows, industries will rise up supply it, the work being done have a order to save the heavy freight haul cross the continent. As to lumber, this region has now 1,500 mills," which are oaking 3,000,000,000 feet and 7,000,000,000 hingles a year. THE WATER POWERS OF THE WEST.

A great factor in the manufacturing of the Pacific slope is to be its water owers. I have already written of the normous falls of the Spokane river, which will make possible a manufacturing industry for ninety miles along its course, and which altogether, it is said, can furnish as many horsepower as Niagara. The story seems big, but that is what the Spokane men are claiming, and there is no doubt they have a very great force in their city itself. Scattle has one company which

has developed 20,000 horsepower the Snoqualmie river, and the city accessible. There are rich deposits of water works, which are connected with iron, copper and other minerals within the Cedar river, furnish some thousitself. There are many falls that can | these waters to England every be developed throughout the Cascale mountains, and there are enormous wa-ter powers yet to be used in Oregon, Idaho and California. In such matters the west is far more daring than the east, and the electrical energy of any of the falls is already carried long distances. Spokane is sending power to the Coeur d'Alene mines, 100 miles away. The Seattle street cars are run by a giant plant on the Puyallup river, 40 miles off, and the same is true of the trolley to Tacoma. Indeed, it is estimated that at least 1,000,000 horsepower can easily be developed in every state of the northwest, and, as it is now, many of the mills and factories are being run by electricity more cheap. ly than would be possible by steam. California has a big asset in its elec-tric power possibilities. About 200,000-hersepower or more have been already concrated there. This comes mostly from mountain rtreams, some of the power being carried several hundred miles. Oakland Lets electrical energy from more than 200 miles away, and one power plant sends its force to a distance of 376 miles. Over \$50,000,000 are-invested in California water powers.

RAILROAD FREIGHTS AS A TARIFF.

As it is now most of the goods which go from here to the brient are made in the east. The Minnesota on her sec-ond voyage to the orient carried 70 locomotives and other rolling stock for the railroads of Japan, which were hauled across the Rockles. The loco-motives were built in Philadelphia. There were also 10,000 kegs of wire ails and hundreds of thousands of dollars' worth of harware, machinery and other products, all made east of the Mississippi valley. The west has iron, coal and wood in addition to these mighty water powers, and there is no reason why it should not furnish such exports.

As it is now, it is competing with the east at a profit; and as to many things the heavy railroad freights act like a protective tariff/in its favor. The freight upon iron and steel from the mills of the east to the Pacific coast is \$11 per ton and more; and it is said that the freight pald on the iroy and steel used on this side Rockies amounts to more than \$7.000 .-

> SHIP-BUILDING ON PUGET SOUND.

There is a probability that the northwest will some day be building its own ships for the oriental trade There are a number of plants already established at different places along the sound. Some are at Seattle, Ta-coma, Ballard, Everett, Winslow, Bellingham, Olympia and at Quartermas-ter harbor. The most of these build small ships and boats, but in the yards of the Moran Bros, here the Nebraska was constructed at a cost of over \$3. was constructed at a cost of bre of the 700,000. That battleship is one of the largest in the United States navy. "It has a displacement of 15,000 tons, a horsepower of 13,000 and its speed is more than 21 miles per hour. There are now about 3,000 men employed in There the Puret Sound shipyards. The tim ber of Washington is admirably adapt. ed to ship construction. These mighty firs are as strong as oaks and much easier to work. They are exported to all parts of the world for shipbuilding.

MILLIONS IN FISH. One of the biggest exports from this

part of the world is fish. More than a ends of horsepower, owned by the city inillion cases of salmon are sent from

400,000 or 500,000 cases going to don by sea from San Francisco, C Japan and India take about 3 Japan and India, the sent to Australia and 50,000 are sent to Australia while a like mumber goes to Aff and South America. Some of the and South America. Some of the gest salmon canneries of the world situated on Puget sound. Ther at Bellingham which puts million cans a day, and which mes as many as 10,000,000 car lofts. The Alaska canneries as ly managed with San Francisco ital, although Seattle has in This is so also of whall fisheries, Indeed, Alaska there. other fisheries, veloping as a fishing possibility as rapidly as a gold possibility originally paid about \$7,200 that territory, and we have taken out something like si worth of fish, having receive year from the salmon alone a much as the price paid for the tory. The first cannery in Ala built about 28 years ago. Th now a large number, employing millions of fish annually. In to this a great deal of money nto catching cod there. The States fish commission has been ing into the banks of Bering so according to the governor of there are about 125,000 square ; cod fishing connected with ou One of the authorities clair there are a thousand such fish waters for every one on the b.

Newfoundland, and it may be the cod of the world will eventually from Alaska via Seattle. During my trip over the Ca Pacific railroad I learned that was carried by the carload fre roasts of British Columbia and ington to New York a Something like 10,000,000 York and that fish are carried from the to Boston every year, and there other kinds of sea fish which are

regularly exported across the Rock to the cities of the Atlantic coart deed, the possibilities of this part the world are so many and so varied that it is impossible to comprehend them.

FRANK G. CARPENTER.

Zane & Stringfellow have removed their law office from the Deseret Na-tional Bank Building to rooms No. 39-310. D. F. Walker Building.



Sunday, July 8th. Via Oregon Short Line, Round trip to

Ogden only \$1.00. Trains have Salt Lake at 7:10 or 10:30 a. m. Carriages meet all trains at Ogden Depot for trip up the Trout and chicken dinner at canyon. the Hermitage.

LOW RATES EAST Via D. & R. G., July 6, 7, 8, 9, 10, 19,

20, 21. Final Limit October 31

Omaha and Kansas City \$45.00 Chicago 58.54



Parents Paroled. The Cook county child saving conap-

BEATS THE MUSIC CURE. -"To keep the body in tune." writes Mrs. Mary Brown, 20 Lafayette Place, Poughkeepsie, N. Y. "I take Dr. King's New Life Pills. They are the most re-

the Philippines with their population

NOTICE TO CONTRACTORS.

Brown minors, will sell at private sale the following described property: An analytided two-fifths in and to the Commencing at a point ten feet north and two and one-half rods west of the







"Tots Win a Liquor Suit.

Under this heading the Chicago Recorid-Herald of a recent date published in detail a remarkable verdict rendered in Judge Tuthill's court against several saloonkeepers charged with having made a father and wage earner into drunkard. The facts, briefly stated, are these: The children of John Hedlund came under the purview of the juvenile court about three years ago because of a drunken father and a mothern nable to support children too young to help themselves. A Christian attorney-at-law, Carl H. Ross, decided to invoke on behalf of the children a statute enacted in 1874. The act provides that any person whose means support is injured in consequence of the intoxication of any person shall have action for damages against the one selling or giving the liquors.

When the case in question was brought before the court, the jury, consisting of wage earners, more than half of whom were apparently of foreign descent, promptly returned a verdict of "guilty \$17,600. W the damages being fixed at We heartily congratulate judge and jury upon this righteous verdict. Besides calling attention to the nefarious work of the saloon in transforming wage carners into drunkards and rob bing families of their natural protec-tors, this decision touches the drunkard-maker at what is apparently his one vulnerable point-the pocketbook. We hope with the Record-Herald that the verdict established a precedent which will result in the institution of the many similar cases.

From Prohibition to Local Option.

Fifteen different states have at one time or another passed laws which en-titled them to rank as prohibition states. Today, however, only Maine, North Dakota, Kansas and the Indian Territory could rank under that head. But though this is true there is perhaps a larger area under prohibition than ever before. Frank Foxcroft, who writes in the current Atlantic on "The Drift Away from Prohibition," reports that 49 out of the 45 states now have directly or indirectly the system of lo-cal option. It can hardly be doubted that due total area in which the sale of liquor is forbidden is now larger than it was at the time of widest acceptance of the prohibition idea, though it is subconstant changes as communiiles vote from year to year on the li-cense question. In 12 southern states according to a summary which Mr. Fexcest gives, there are 619 prohibition counties and 75 under partial prohibi-tion in a total of 1.109. In Kentucky which is included, 35 of the counties claused as "license" had only one license each, and 19 had but two each Scuth Carolina's 41 counties, not cluded in the table, are under the dispensary system, as are 11 counties in Alabama and a number in Georgia, which are embraced in the summary, Vermont and New Hampshire pre-

sent an example of the way public sentiment works on these matters. On the proposition that the state should not impose no-floense on communities, willing or unwelling, the citizens of Vermont on Feb. 3, 1993, voted 29,711 to 28,582. Four weeks inter, on the question whether, now that a license system was decreed, they themselves should take advantage of it—a very different thing-91 towns voted "yes" and 150 "no," the popular majority fo: license being 5.151, or about seven times that in favor of repealing prohibition. abition. One year later, only 40 lowns voted for license to 206 against it, and the popular vote showed a no-license majority of 7,071. In New Hampshire, similarly, the first year and a half of the law's operation showed an increase of \$9,000 in that portion of the population living under voluntary local prohibition. to the Chicago Charter committee a practical method for the protection of children from drunken parents. Justice T. D. Hurley, chairman of the former committee, says;

"If a parent, particularly a father, gets drunk, and is too poor to pay a fine without affecting his family, he will be placed on probation. The fine in such cases is to be \$25 and costs. If such cases is to de tas and costs If sent to the bridewell the man would have to serve 53 days. Under the new plan he will be paroled on the first of-fense, and if he breaks his parole he

"The father or mother, if sent to jail, will be paid 50 cents a day for his or her labor. The amount, instead of going to the city, will be paid to the children who are in want. The father can be employed to keep the streats and alleys clean, and the mother can be useful in the bridewell kitchen.

We welcome any and every re-straint of the liquor fiend. But is it not almost pathetic thus to grind the drunken victims between the heavy hand of the law and the cruel hand of the law-breaker? A man who has to walk to and from work amid a network of saloons, may succeed in keep-ing his parole. But it looks as if the chances were somewhat against him and that he would be justified, as he makes his trips to and from saloon-beset liberty and jail-restraint, in echoing the wall of the old man of Charles Dickens' creation, "It's a' a muddle!"

COUNTY ASSESSOR WAYLAID. J W. Coulter, of Leslie, S. D., Asses. of Stanley County, relates the following: "I was waylaid by a complication of throat and lung troubles, bromchitis, asthma and a terrible cough, which had affected me for years, when I was persuaded to iry Dr. King's New Discovery. Relief came almost imme-diately, and in a short time a perma-nent cure resulted." No other medicine

compares with it as a sure and quick cure for coughs and colds. It cures at ter all other remedies have failed. Ev-ery bottle guaranteed at Z. C. M. I. drug store, 112-114 South Main. Price 50c and \$1.00. Trial bottle free.

TEACHERS.

Dr. Talmage's new book. "The Great Salt Lake (Present and Past)," should be in the hands of every educator. The amount of information it contains re-lating to the great saline sea, makes it an invaluable work for reference or study. Descret News Book Store, Sait Lake City, Utab.

"DRUNKENNESS" CICARETTE AND TOBACCO HABITS CURED BY

TRIB Mr. F. S. Lewis, ex-champion middleweight wrestler of the world, writes:

'It is a pleasure for me to be able to write and recommend TRIB as a liquor and tobacco cure, and as a treatment to cleanse the entire system." Investigate this remedy while we are offering you an absolute GUARANTEE with every treatment. Price \$12.50 per treatment

Doull Drug Co., F. C. Schramm, Owl corner, next Cor. 1st So. and door to new Post-Bflice. the cars stop." Bole Agents

liable and found." B nd pleasant laxative I have Best for the Stomach, Liver and Bowels. Guaranteed by Z. C. M. I., drunggists, 112-114 Main St. 25c.

S. D. EVANS. Undertaker and Embalmer, has re-moved to new location, 48 South State.

STORAGE ACCOUNTS DUE

Parties whose accounts are in ar-Parties whose accounts are in ar-rears for storage, are hereby notified that unless same is paid by July 15th, 1966, goods will be sold for charges. REDMAN VAN & STORAGE CO. B & O STORAGE CO.

Dr. J. Boyd Gorgon, Dentist, 258 S. Main

Dr Broadbent, Dentist. 500-501 Scott building, 168 Main.

SIX BEST SELLING BOOKS

Record For June

According to reports from the lead-ing book sellers of the country, the six Books which have sold best in the order of demand during the month are:

The Woman in the Alcove, Green 6. The Jungle. Sinclair 1.50

Maybe You Live Out of Town

And can't come in. Don't let that keep you from get-ting M. & P. Paint. Write for color card and tell us what you want. Just as much care taken as.

though you were here in

person.



EVADA NORTHERN GAILWAY III beginning Monday. June 25th. 3. operate daily (Sunday ex-pted) freight and passenger ains between Cobre Nerade. unction point with the Southern Pa-fic Co.), and Curries, at which point domobiles will connect with trains r Elv and Cherry Creek. Leave Co-* 3.5 a. m., arrive Curries 11:30 a. ., Cherry Creek 1:30 p. m. and Ely 9 p. m. Leave Ely 7:00 a. m. Cherry reek 16:50 a. m. Curries 1:30 p. m., d arrive Cobre 4:30 p. m. For further information address H. Toll. General Freight & Passenger gent, Cobre, Nevada.

CREDIT TO ALL An honest store for honest people to

buy up-to-date Men's, Youths' and Boys' Clothing; also Elgin and Waltham watches on easy weekly or monthly payments at lowest prices is the old reliable. HUB CLOTHING HOUSE, No. 50 East First South

NOTICE TO CONTRACTORS. The undersigned Board of Trustees of Summyside School District, Sunnyside, Carbon County, Utah, will receive bids for the erection of an eight-room stone school building up to 1 o'clock p. m. July 9th, 1966. Plans and apecifications and in-structions to bidders can be found at the office of Samuel Naylor, Sunnyside, Utah, also at the office of R. C. Watkins, architect, Provo, Utah. Bids will be received in segregated form for excavating, stone masoury, holded and cement work, carpenter work, includ-ing galvanized from and fin work, plas-tering and cement work, pointing, also for the building complete. Each bid must be accompanied with a certified which will be returned with all rejected bids, also to the successful bidder upon entering into contract and giving an ap-proved bond of twice the amount of bid which will be returned with all rejected bids, also to the successful bidder upon entering into contract and giving an ap-proved bond of twice the amount to bid awarded. Otherwise the amount to bid proved bond of twice the samount to bid terfeited to said district. The Trustees reserve the right to re-ter any and all bids to accept any pari-thereot. By order of the Read. EXMUEL, NAYLOR Clerk. Dated at Sunnyside June 18th, 1906. In the Thislo

DELINQUENT NOTICE.

SILVER SHIELD MINING & MILL-G CO., a corporation. Principal place business, Sait Lake City, Utab. No 6.—There are delinquent upon the following the following the second secon owing described stock on account of as-resement No. 18, levied May 33, 1866, the several amounts set opposite the names of the respective stockholders as fol-

50178. A1 1.000 \$ 30 1.009 \$0 Armstrong, Armstrong, Betts...... Betts..... HHH Betts. Betts. Betts. P. Dennison... P. Dennison... Porrester J. W. Fulong. Be-C. P. Finne H-Robert Hor Robert Hor Robert Hor L 1,000 3244 1,000 1.000 J. W. Fulling. C. P. Finnell... Robert Howard. Robert Howard. Wm. I. Levy... Wm. I. Levy... Wm. I. Levy... M. M. Miller... E. A. Payne 500 1,005 1,005 1,000 A. Payne... Solemon. H. Toblas. H. Toblas. 324-E .1.000 .1.000 .500 .500 .2.000 .500 .500 Chas. 150.00 Toblas. 784-Chas. Tobias. C. J. Taylor. C. J. Taylor. Mrs. Francis Walker. Mrs. Francis Walker. 500 500 1,000 500 3,500 1,500 1,500 1,000 Weiskopf. Weiskopf. Weiskopf. White.... Magni.... J. Lewis. H. McMabon. .000 2.000 2.540 2.540 McMahon I. Oberndorfer Nellie F. Keogh C. O. Erickson 500 3,000 200 100 200 C. O. Erickson, R. W. Lamont, Hudson Sons & Co. Miyer & Joseph A. S. Campbell, A. S. Campbell, F. A. Hartenstein, A. S. Cambell, The D. Richard Hiksem. Pollock & Co. 1,009 第.60 耳.60 耳.60 1689-L. G. Skhress. 539 24.59 And in acordance with the law and an order of the Board of Directors made this first day of May, 1998, so many shares of each parcel of stock as may be neces-sary will be sold at the company's office. No. 514 McCornick Block. Sait Lake City, Utah on the 18th day of July, 1998, at 10 o'clock a. m. to may the delinquent assessment thereon, together with the costs of advertising and expense of sale. E. H. MEAD, Secy. 514 McCornick Block. \$35 24.9

NOTICE.

In the matter of the estate of Charles Brown, Arthur E. Brown, Agnes Brown, Ernest E. Brown, and Edith J. Brown, Minors. The undersigned, guardian of the estate of Ernest E. Brown and Edith J.

Commencing at a point ten feet north and two and one-half rods west of the mortheast corner of lot 3, block 16, plat "B." Sait Lake City survey, and running thence west 7½ rods, thence north 3 rods 6% feet to the point of be-ginning, together with a right of way 7% rods east and west 10 feet north and south along the outside of the north and south along of along the received at No 614 McCorniek Bik. Terms of sale: Sale subject to confirma-tion of the Probate Division of the Dis-triet Court of Salt Lake County, Utah, for lawful gold coin of the United States, 10 per cent to be paid at the time of sale, balance upon confirmation. MGNES BROWN. Guardian of the Estate of Ernest E. Brown and Edith J. Brown. E. W. Coule Attorney for Guardian. 50 McCornick, care of Frick, Edwards & Smith.

NOTICE OF SALE OF PERSONAL PROPERTY.







74 S. Main St.



OF UTAH Salt Lake City Established 1890 Solicits accounts of Banks, Firms and Individuals, and extends to customers every reasonable courtesy and facility. Joseph F. Smith . . . President Wm. B. Preston • Vice President Charles S. Burton • Cashler I. T. McEwan - - Asst. Cashier The man behind the dollar is the man who ought to know something about the rates and advantages to the insur-ed that are offered by the HOME FIRE U. S. DEPOSITORY. INSURANCE COMPANY OF UTAH. Deseret Here are a few points worth consider-National Bank, Sait Lake City, Utah. Safety Deposit Boxes for Rent. WALKER BROS. BANKERS (Incorporated.) Established 1859. Capital Surplus \$220,900 ABSORDED THE SALT LART CIT BRANCH OF WELLS, FARGO & CO.'S EANK. Safety Deposit Boxes for Rent. Travelers' Letters of Credit Issued, Available in All Parts of the World. WE INVITE YOUR ACCOUNT. McCornick & Co., BANKERS. BALT LAKE CITY. UTAB. Established 1873. J. E. COSGRIFF, H. P. CLARK. President, Cashier. OPEN AN ACCOUNT WITH **Commercial National Bank** An Exponent of Conservatism Com-bined with Enterprise. A. H. PEABODY, Asst. Cashier. R. G. Dun & Co. 183 Offices THE MERCANTILE ACENCY. George Rust, General Manager, Idaho Nevada, Utah and Wyoming. Offices in Progress Building, Salt Lake City, Utah.