

DISASTERS OF THE YEAR 1907.

JANUARY.
-Thirty-five killed and 40 injured in a Rock Island railroad collision near Alma, Kan.
-Explosion in Jones J. Laughlin's mill, Pittsburg, kills 12 men.
-Hurricanes devastate Dutch East Indies; hundreds perish.
-Kingston, Jamaica, partly destroyed by earthquake and fire.
-Twenty persons killed in a Big Four railroad collision near Fowler, Pa.
-Explosion of a barrel of powder wrecks an accumulation train on the Erie Railroad at Stamford, Ind., killing 23 persons.
-In a mine gas explosion near Pueblo, Col., 21 miners perish.
-Ship wrecked and an entire ship's crew driven in a Black Sea gale, wreck.
-Explosion in the Pennsylvania mine near Hookham, W. Va., kills 12 men.
-Several bridges over Hongkong harbor sinking in typhoon; craft more than 100 natives drowned.
-Explosion in a mine near Thurmond, W. Va., kills 30 men.
FEBRUARY.
-Mine explosion at Thomas, W. Va., kills 16 men.
-Steamer Lehighville sinks in Long Island sound, near Hookham, 138 drowned.
-New York Central electric train wrecked in the Bronx, New York City; 12 lives lost.
-Explosion in the Los Escobos, 20 mines, Mexico, kills 123 persons.
-Steamer Hwangkong wrecked upon reef at Hook of Holland, Rotterdam; 123 lives lost.
-Steamer Hwangkong wrecked on a rock in West River, China; 142 Chinese drowned.
MARCH.
-Boat load of 22 Greek laborers driven in Sacramento River, Cal.
-Fire in a head house explosion on the French battleship Iena kills 192 men and injures 154.
-Flood in Pittsburg and the Ohio river valley destroys property valued at many millions of dollars.
-Firedamp explosion in coal mine near Forbach, Germany, kills 75 men.
-Fire in a head house building at Wheeling, W. Va., causes a panic in which 18 persons are drowned.
-Southern Pacific train derailed at Cotton, Cal., 15 persons killed.
-Typhoon in Caroline Islands destroys 230 native lives.
APRIL.
-Tornado blows through Louisiana, Mississippi and Alabama; destroys 25 lives.
-Canadian Pacific train wrecked by broken rail near Chapleau; 15 passengers perish.
-Several southern and western

Mexican cities destroyed by earthquake; Chili also shaken.
-Confagration in the Philippines partly destroys Iloilo and the native quarter of Manila.
MAY.
-Explosion in Whipple mine, W. Va., kills 17 men.
-Gunpowder magazine explosion in Canton, China, destroys many lives and a great amount of property.
-Two sections of Southern Pacific railroad wrecked at Honda, Cal.; 31 lives lost.
-Sixty men perish in fire at Tennessee mine, Mexico.
JUNE.
-French schooner La Jalouse sinks off Barbados; 28 drowned.
-Cloudburst at Gradyville, Ky., wipes out 21 lives; tornado in Illinois kills 13 persons.
-Launched containing six midshipmen from the Naval academy and five women run down in Hampton Roads; 100 lives lost.
-Five hundred Chinese perish in a theater fire at Hongkong.
JULY.
-Tornado in eastern Wisconsin kills many inhabitants.
-Fire in a building in Cape Cod bay kills 10 and injures 11.
-Collapse of a building at London, Ont., kills 10 persons.
-Nearly 200 men killed by an explosion in a colliery at Toyooka, Japan.
-In an excursion train collision near Salt Lake, on the Pere Marquette railroad, 32 persons perish.
-Typhoon in Columbia sinks after being rammed by another steamer off Manila; 123 drowned.
-Seven blocks of amusement buildings at Coney Island, N. Y., burn; 21,000,000.
-Twenty men perish in the burning of a New York tenement house fire caused by a bomb explosion.
AUGUST.
-Train derailed and plunges off a bridge into the River Rhone, France, killing 40 persons.
-Confagration in Manila renders hundreds of natives homeless.
-Cases of bubonic plague found in San Francisco.
-Five thousand people perish in Japanese floods.
-Eighty cases of smallpox reported in Vienna.
-Larger part of the city of Hakodets, Japan, burns.
-Cantilever bridge being built near Quebec over St. Lawrence river, collapses; 50 men drowned.
-Pitman killed in a trolley collision near Charleston, Ill.
SEPTEMBER.
-Rock Island passenger train jumps the track at Norris, Ia., and crashes into a freight train, killing 12 persons.
-Twenty-seven miners perish in a fire at Georgetown mine, Missouri, Mex.
-Fire in a house, San Francisco, burns.
-Forty sailors killed or injured by the explosion of a shell on the Japanese battleship Kasbin.
-Quebec express and a freight train on the Boston & Maine railroad collide near Canaan station Vt., killing 25 and injuring 27.
-Fifty killed in El Paso express collision on the Mexican Central rail.
-Falling coal in an ore mine at Neogoma, Mich., kills 14 men.
-Eighty-eight persons drown in Spanish flood.
-Baltimore & Ohio express train runs into a freight train at Baltimore, Md., killing 16 persons.
OCTOBER.
-Explosion in a shell factory at Osaka, Japan, kills 63 girls.
-Cupola in the Standard Steel Car works, Butler, Pa., blows up, killing 16 men.
-Ore steamer Cyprus founders in Lake Superior; 22 men drown.
-Dupont powder plant at Fort Detrick, Ind., blows up, shaking the city, destroying the town, killing 25 persons and injuring 600.
-Earthquake in Russian Turkistan causes a mountain slide, burying the town of Karatagh with its inhabitants.
-Earthquake in Calabria, Italy, destroys or devastates several villages, and wipes out many lives.
NOVEMBER.
-Explosion of two carloads of gunpowder on a burning train near Nogozari, Arizona, kills 12 men.
-Fire on the water front of Superior, Wis., destroys \$2,000,000 in property.
-Thirteen persons perish in a New York tenement house fire.
-Great storms work havoc with black sea shipping; more than 200 drowned.
-Eleven men lose their lives after explosion and fire in a California mine.
-Gas explosion in Darr mine of Pittsburg Coal company imprisons 300 men.
DECEMBER.
-Firedamp explosion in Naomichino, near Fayette City, Pa., kills 14 persons.
-Explosion in Fairmont Coal company's mines at Monongah, W. Va., kill nearly 400 persons.
-American schooner, Thomas W. Lawson, wrecked among Society Islands; 15 sailors drown.

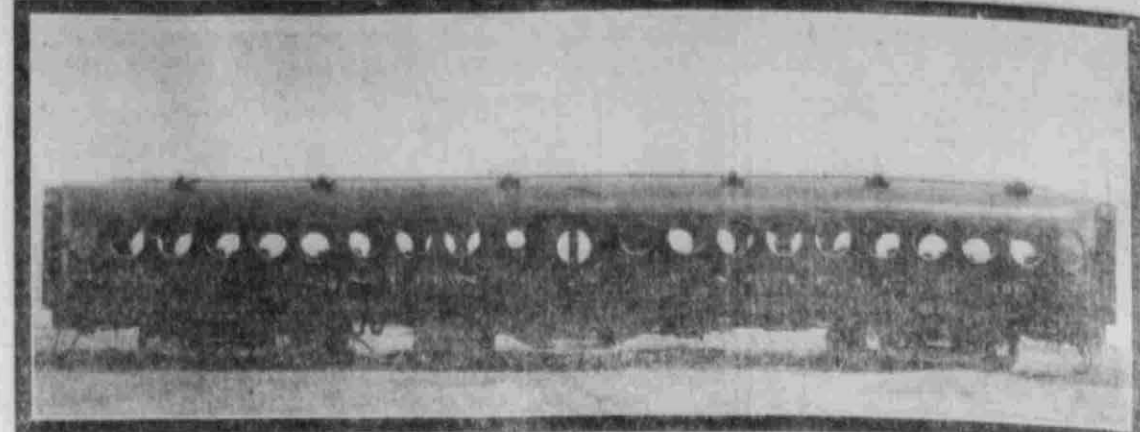
ment of trust tobacco at Norfolk, Va.
-Kaiserbros. Trust company, New York, suspends payments.
-Westinghouse industries placed under receivership.
-Involuntary bankruptcy petition filed against the Southern Steel company.
-Union Trust company of Providence suspends.
-Denied President Small of the Consolidated Telegraphers' union calls off the strike.
NOVEMBER.
-J. P. Morgan arranges to purchase for the United States Steel corporation \$20,000,000 of the stock and the control of the Tennessee Coal, Iron & Railroad company.
-New York telegraphers suspend their strike.
-Threatened English railroad strike amicably settled.
-Federal court fines the Santa Fe railroad \$300,000 for rebating.
-Application made for receivers for the Consolidated Arizona Smelting company.
-Secretary Cortelyou announces that the National Treasury would issue \$100,000,000 Panama canal bonds and \$100,000,000 certificates of indebtedness.
-Corrupted federal indictments handed down at Salt Lake against the Utah Coal company, the Oregon Pacific Coal company, and the Utah Coal company, for alleged combination in restraint of trade.
-United States Steel corporation secures a Lake Erie harbor near Girard, Ohio.
DECEMBER.
-State bank examiner closes the Chelsea (Mich.) Savings bank of which State Treasurer Frank P. Glazier is president.
-National Bank of Commerce of Kansas City closes its doors.
-Pere Marquette railroad stockholders adopt a plan of reorganization.

Incidents in the Business World During the Year Now Closing

JANUARY.
-National pure food law goes into effect.
-James McCrea elected president of the Pennsylvania railroad.
-United States Judge Landis, in Chicago, in overruling demurrer in federal case against the Standard Oil company, holds the Elkins law was not repealed by the new railroad rate act.
-Traction interests of the country decide to organize four insurance companies.
-Grand jury at Findlay, O., returns 929 indictments against the Standard Oil company and its high officials.
-Wabash railroad increases its preferred stock \$16,500,000.
-President Diaz of Mexico inaugurates the Tehuantepec railroad, extending across the narrowest part of the republic.
-Grover Cleveland elected president of the Association of Life Insurance Presidents.
FEBRUARY.
-Western Union telegraphers' salaries increased.
-Gulf Oil Corporation incorporated in New Jersey, a merger of the J. W. Guffey Petroleum company and the Gulf Refining company.
-Result of the Pennsylvania railroad's investigation of its officials made public.
-Frick Coke company of the Connetquot region, Pa., increases wages 10 per cent.
-Leah M. Shaw elected president of the Carnegie Trust company, New York.
MARCH.
-H. C. Frick buys control of the Reading railroad system.
-Stock values drop about \$1,000,000 in a Wall street panic.
APRIL.
-J. J. Hill resigns as president of the Great Northern railroad.
-Standard Oil company of Indiana convicted by a federal jury in Chicago of accepting rebates on 1,465 cars.
-Mutual Life Insurance company's administration ticket elected.
-John W. Gates resigns from Wall street business.
MAY.
-Harriman's Pacific railroads decide

to ask stockholders to authorize new capital issues aggregating \$185,000,000. United States circuit court at Indianapolis enjoins the drug trust.
-Fire of wheat on Chicago exchange passes the dollar mark.
-Commissioner of Corporations Herbert K. Smith reports the result of his investigation of the Standard Oil company.
-Pennsylvania railroad begins in Philadelphia a suit in equity to test the 2-cent fare law. Erie railroad machinists strike.
JUNE.
-Indiana coal miners strike.
-Atty.-Gen. Bonaparte begins proceedings in the United States circuit court in Philadelphia for dissolution of the anthracite coal trust.
-New York longshoremen's strike declared off.
-San Francisco telegraphers strike.
JULY.
-Government begins proceedings against the tobacco trust. Santa Fe railroad indicted by a federal grand jury in Chicago for rebating.
-Interstate commerce commission receives a report condemning railroad methods of Harriman.
-Cuban cigarmakers' strike settled.
-Strikes of iron ore miners and of ore handlers at the head of the Great lakes partly paralyze lake ore traffic.
-President Fieley of the Southern railway arrested; truce reached in the struggle between the railroad and the state of North Carolina over enforcement of the new low-fare law.
-Government brings suit at Wilmington, Del., against the Gunpowder trust.
-Ore handlers' strike ends.
AUGUST.
-New direct cable from New York to Colon opened.
-National Industrial Traffic league organized in Chicago.
-United States Judge Landis in Chicago fines the Standard Oil company of Indiana \$25,000,000.
-United States Judge Landis orders dissolution of the church and school furniture trust. Sale of the property of the Toledo Railway & Terminal company confirmed by United States Judge Taylor.
-Chicago telegraphers walk out; strike spreads next day to several western cities. United States Steel cor-

poration appropriates \$45,000,000 more to build Gary, Ind.
-New York telegraphers join the strike, which becomes almost universal.
-Pope Manufacturing company of Hartford, Conn., makers of bicycles and automobiles, placed under a receivership.
-Heads of the National Association of Manufacturers begin proceedings before the supreme court of the District of Columbia to restrain leaders of the American Federation of Labor from using the boycott and the "unfair list."
-Senate committee devises a new plan for relief of financial stringency, to deposit government funds in localities where and when needs arise. Toledo, St. Louis & Western railroad acquires control conditionally of the Chicago & Alton railroad, Chicago, St. Paul, Minneapolis & Omaha railway fined \$20,000,000 for rebating.
-Atlantic steamship rate war begins.
SEPTEMBER.
-United States Judge Grosscup's plan for reorganization of the Chicago Union Traction company annulled by the federal court of appeals.
-Westinghouse Air Brake company directors recommend an increase of capital from \$11,000,000 to \$14,000,000, and increase the dividend.
-Stuyvesant Fish asks Illinois Central stockholders for proxies to wrest control from Harriman.
-United States Judge Lochren issues an injunction against enforcement of the Minnesota railroad commodity rate law.
-Southern Pacific and Pacific Steamship company, both Harriman corporations indicted at San Francisco for alleged violation of the interstate commerce law.
OCTOBER.
-Receiver's suit brought against the Metropolitan Street Railway company, New York.
-Bell telephone interests reverse their former policy by deciding to sell telephones to all who wish to buy.
-Stuyvesant Fish brings suit to enjoin voting of Harriman interests on the Illinois Central election.
-Naphtha spring and lake discovered on Saghalien Island.
-Fall in copper stocks results in the suspension of Otto Heinze & Co., New York; resignation of F. Augustus Heinze as president of the Mercantile National bank, and of the failure of the State Savings bank of Butler, Mont.
-Great banking house of Heller, Schell & Co., Hamburg, fails.
-First direct cable from New York to Havana completed.
-Government confiscates a ship-



ALL-STEEL COACH FOR UNION PACIFIC.

The Union Pacific, Southern Pacific and other lines have been experimenting for several years with equipment brought up to the demands and necessities of the minute. The all-steel coach, of which the car shown in the cut, is an example, has been something unusual, steps have been taken to perfect and today the Union Pacific and allied lines have in use cars made as unworkable as possible. Despite the fact nothing but steel is used in the body and practically throughout, these cars weigh no more than the old-time wood and steel contraptions. The modern car has no end of attractive features impossible in the old type. Some of the more noticeable differences are easily seen in the picture. Instead of having doors at the ends, with platforms, the all-steel coach has "v" shaped ends; the doors being in the center on each side. The advantage of having the ends "v" shaped needs little explanation. In a collision there would be no two flat surfaces crashing into each other. When two all-steel coaches come together they would throw each other to one side. This would save smashups and the only bad feature of such a scheme would be that collisions on a high embankment or bridge might throw cars from the tracks with terrible results. This difficulty has been under consideration and that it will be overcome is certain; how-not quite figured out. It will be noticed the old-time oblong window is eliminated and a round aperture, similar to port-holes on ships, these let in sufficient light and are stronger. The new car is nothing if not compact. All rolling parts, supports, braces and beams are made with regard to getting the most strength in the smallest space. No cumbersome pieces can be found anywhere. This permits of plenty of carrying capacity; the coaches being made will have a larger seating capacity than the old. The chief beauty of the modern coach is that all danger of fire after a wreck is removed. Half the list of wreck victims comprises persons who have been pinned, crushed, debris and burned to death when, if no fire had broken out, they would have escaped with nothing worse than a few bruises.
DIRECTED HIS OWN OPERATION.
Dr. Chasot Prevost, a famous Brazilian surgeon, became ill at his 35th birthday last month, and an operation was found necessary. Before lying down on the operating table he made all the arrangements himself, even giving minute instructions as to how the operation was to be performed. He survived only twenty-four hours after regulating consciousness, dying at the early age of forty-three.
"That good Coal," \$5.75 delivered, \$5.25 at yard. Hamburger, 161 Meighan St., U. S. A.
Suits and overcoats at half price, Daniels, 37 West Second South.

KEITH-O'BRIEN CO.

- The Saturday edition of the Deseret News is a fitting medium in which to voice our appreciation of the business a generous public vouchsafed the store during the past twelve months.
The largest business in its history has drawn nearly to a close.
During the last quarter the country passed through financial depression, and unseasonable weather prevailed in Utah.
The influence of these potent conditions only temporarily retarded the store's rapid increase over last year's extraordinary business.
Beginning with the holidays, trade showed marked exhilaration and finally forged splendidly ahead.
EACH OF THE LAST THREE SELLING DAYS EXCEEDED IN CASH AND CHARGES THE MAGNIFICENT BUSINESS THE STORE ENJOYED THE DAY BEFORE CHRISTMAS LAST YEAR.
Three marvellous days!
So, for this banner year of unmatched trade we gratefully express our thanks to the purchasing public.
The dawn of a new year is casting first shafts of light. Clouds are still discernible, but are passing by. Their silvery lining reveals a promise of restored confidence, renewed prosperity.
Because of faith in the outlook, Keith-O'Brien Company is going ahead with its contemplated improvements. The expense will be heavy. The demands of our present fast growing business must be met. The future is to be considered. Our planning is for both and along big lines.
We are striving to better our facilities. Added floor space will enable stocks to be more attractively arranged. The appearance of the store will be enhanced.
THE IMPROVEMENTS WILL BE ALONG LINES OF ELEGANT SIMPLICITY, IN KEEPING WITH PRESENT FIXTURES.
Already work has begun.
The entire building will be ready for occupancy by summer.
With the completion of these extensive improvements the store will once more be in advance of the city.
There will be other improvements. They will include the betterment of the store service and extend even to the personnel of the working force. Steadily the standard will be raised.
The store depends largely upon the individual.
It is within the province of each sales person to make the customer a friend of the store, or drive the customer away.
We have always sought efficiency in employes, those who have the personality, the business acumen to bring and hold customers, employes who possess the knack of being courteous at all times and who understand that politeness is the first commandment.
Our policy includes "No misrepresentation." And that is far reaching. It means that the house insists upon reliability, even to the loss of sales.
We will continue our custom of satisfying every customer; of accepting goods back; of refunding purchase money.
We sell merchandise at the lowest prices consistent with good business. Our large buying facilities are such that no store can undersell us.
During the flurry our bank met every demand with the cash. Both the savings and checking departments paid out money on checks. No certificates were issued.
Keith-O'Brien Company leads today; will lead tomorrow.
THE SAME REASONS, THE SAME BROAD POLICY, THE SAME CHARACTER-ALL HAVE MADE POSSIBLE THE STORE'S REMARKABLE POPULARITY AND GROWTH, AND WILL CARRY IT ONWARD TO GREATER ACHIEVEMENT.
Our aim is high.
But the pinnacle will be reached.
The store purposes being to the West what Marshall Field's is to the Middle States, what Wanamaker's is to the East.

SEE THE WINDOW--THEN COME IN
2000 PAIRS of \$3.50 and \$4.00 Shoes at the reduced price of \$2.95 THE PAIR.
All New Up-to-Date Styles Patent, Calf or Kid
No Old stock Patent, Calf or Kid \$2.95
Robinson Bros Co. 124 Main