

# CONDITION OF COAST DEFENSES

One of the Subjects Treated in The President's Message.

LACK OF MEN THE TROUBLE.

Not Enough to Keep Guns and Machinery in Order During Time Of Peace.

(Special to the "News.")

Washington, D. C., Nov. 30.—One of the subjects of which President Roosevelt will treat in his message to Congress will be the deplorable condition of our coast defenses. Deplorable, not so much through the lack of fortifications, guns or machinery, although much remains to be done on all three, but especially because of the lack of men necessary to keep the guns and machinery in order. In time of peace, to say nothing of the time of war, there should be a sufficient number of men to keep the guns and machinery in order. The president's message will emphasize the importance of this subject, and the necessity of providing for the maintenance of our coast defenses. The president will also mention the fact that the navy has been unable to obtain the necessary number of men to man the coast defenses. The president will also mention the fact that the navy has been unable to obtain the necessary number of men to man the coast defenses.

## COAST ARTILLERY.

In his forthcoming message the president will reaffirm his position, especially so far as pending legislation providing for the reorganization of the coast artillery is concerned. The senate committee on military affairs has favorably reported a bill to separate the field artillery from the coast artillery, on the ground that the two are distinct branches of the service. The bill provides for the gradual increase during five years of 150 officers and 5,043 men for the coast artillery and \$58 for the field artillery. The great trouble of the coast artillery has been to secure and keep trained electricians, engineers and firemen. It will surprise many to learn that most of the cost of fortifications is for electrical machinery, "gun control," and search lights, the "control" being the system of telegraphic and telephonic communication between the guns, batteries, and observing stations. Millions of dollars have been spent, and additional millions will be spent to establish power plants and install costly electrical machinery, and yet the coast artillery is expected to take care of them with enlisted men at \$13, \$15 and \$18 a month. For example: 60 engineers are absolutely necessary, and the bill provides for the number of these engineers are now filled by inmates and non-commissioned officers, they pay of the highest being \$13 a month. As such engineers can earn from \$75 to \$100 per month in private life it is almost impossible to get them to re-enlist after they once qualify as engineers, and thus the coast artillery is almost constantly in the hands of untrained men. In addition the work of constantly breaking in new men is extremely trying to the officers, and discouraging to those who are attempting to bring the coast artillery to a high state of efficiency. A private statement of the condition of the coast artillery of twenty-eight batteries shows that to man them there is one shift of officers and men, and to say each man at his proper post would require 4,575 men, and 724 officers. There are today available at the different forts 10,718 men and 337 officers, scarcely enough to man the guns and machinery from training.

## COMMERCIAL INTERESTS.

Commercial interests in general, and especially those concerned with shipping and terminals at our great ports will be interested in this matter, if they take the trouble to investigate the facts. Take New York, for instance, with Forts Totten, Schuyler, Slocom, Wadsworth, Hamilton and Hancock, equipped with big guns, torpedoes, search lights, etc., it would require 10,000 men and 6,582 men to man these forts alone without providing for their maintenance. That is more than two-thirds of all the officers and half of all the men now engaged in taking care of all the coast defenses of the United States.

## Other cities present interesting statistics.

There is San Francisco, the terminal of the Harriman and other great transcontinental lines, and from which the ships of the Pacific Mail and other trans-Pacific lines carry our goods to Hawaii, Guam and the Philippines. To defend San Francisco are Forts Foster, Mills, Barry, Baker, Mason, Winfield Scott and McDowell.

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To man these would require 175 officers and 4,268 men. There are available 12 officers and 1,400 men. The coast defense plans call for the expenditure of \$3,119,212 to complete the defenses of San Francisco, of which \$435,600 is to be spent for guns, emplacements and carriages; \$459,555 for submarine mine defenses; \$234,952 for a central power plant; \$195,000 for search lights; \$12,680 for modernizing older emplacements, and \$1,473,951 for "fire control." It will cost \$1,473,951 to install a complete system of communication along the coast of San Francisco, and it is a significant fact that this fire control installation will be the only one recommended to Congress this year, because there are no men available to care for others. If they should be installed, and, in passing, it may be remarked that for Forts Mason and McDowell at San Francisco there are no men available at all.

## CONDITION AT PORTLAND.

Portland is another place on the Pacific coast of importance. Forts Columbia, Stevens and Canby defend the city. It would require 67 officers and 1,445 men to properly man these defenses. There are available 10 officers and 246 men. The National board estimates that \$1,041,382 is necessary to complete these defenses but there is no prospect at present of Congress appropriating the necessary sum. The National board estimates that \$1,041,382 is necessary to complete these defenses but there is no prospect at present of Congress appropriating the necessary sum.

## AN ELABORATE SYSTEM.

The coast defense plan calls for an elaborate system of defense for Puget Sound. An expenditure of \$5,013,349 is estimated as necessary to complete it. Of this \$3,413,800 is for new forts alone, including guns and carriages. The national board of coast defense says that "these waters have become of the greatest strategic and commercial importance due to the completion in the extreme northwest of great railway systems, and the establishment of a navy yard containing the only docks on the Pacific coast with the capacity for a battle ship. These considerations press for an increased and adequate defense at an early date. The entrance is four miles wide, and so deep that it cannot be successfully mined. Fog is very prevalent in Puget Sound, and a bold, enterprising naval commander might be willing to take the risk of running the entrance at times when the ships could not be seen from the batteries. In order to strengthen the artillery defense, to meet this condition, the board recommends a second line of gun defenses extending from Fort Weather Bluff to Double Bluff, some 17 miles from the outer entrance."

## FATAL CAR ACCIDENT.

### One Man Killed, Two Have Their Skulls Fractured.

San Francisco, Dec. 2.—A fatal accident took place tonight on the San Mateo electric line at Cypress Lawn cemetery. A crowded inbound car was run into by a work car, and as a result one man, an Italian, named Campellini Napali, was killed, and two others, Joe Melo and C. J. Sardinetto, had their skulls fractured by a car as he was crossing Market street near Third. He sustained a fractured skull and other injuries which make his recovery doubtful.

## STREET CAR ACCIDENTS.

San Francisco, Dec. 2.—Three persons are lying in the Central emergency hospital tonight with fractured skulls as the result of street car accidents today. John Easter, a saloon-keeper from Merrill, Oregon, who arrived in the city today, was struck by a car as he was crossing Market street near Third. He sustained a fractured skull and other injuries which make his recovery doubtful. While running after a west-bound car on Market street this afternoon, H. J. Belcher, a recent arrival from the east, was run down by a car from the opposite direction, whose rapid approach he failed to notice. Besides receiving a fracture of the skull, he was badly bruised and cut. J. Meyerhoff, a motorman, was probably fatally injured at the foot of the Fillmore street hill tonight. Meyerhoff's car broke loose from its cable when half way up the hill and shot down the steep incline at terrific speed, colliding with another car at the foot of the hill. Fortunately there were no passengers on the runaway car, while those in the car at the foot of the hill were warned of their danger in time to jump.

## TERNINA WILL NOT COME.

New York, Dec. 3.—It was learned yesterday that Milka Ternina, the principal dramatic Wagner singer engaged by Conried, will not come to America this season. She has been in poor health. She was engaged to sing the role of Wagner's Isolde, such as Isolde, Kundry and the Brunnhilde, in which she is admitted the greatest singer of today. Neither will Bertha Norena come to the Metropolitan opera house. She was engaged last year, but a physical collapse prevented her coming. Since then Norena has not recovered sufficiently to sing. With Ternina and Norena out of the list, the heaviest burdens of the Wagner operas will fall on Fremsted and Floister-Edel.

# TOOK PEOPLE OF PANAMA BY STORM

Chairman Shonts Says They Were Delighted With the President's Visit.

MUCH INTEREST IN THE CANAL

President Regards It as His Own Personal Work—It Was Never in Better Condition.

New York, Dec. 2.—President Roosevelt took the Panama people by storm, said Theodore P. Shonts, chairman of the Panama canal commission, who arrived on the Panama line steamer Colon today from Colon. Mr. Shonts spoke enthusiastically of the recent visit of the chief executive and declared that work on the canal was progressing under satisfactory conditions. During his talk with the newspaper men, Mr. Shonts took occasion to deny that his daughter, Theodora, had become engaged to a distinguished foreigner.

Chairman Shonts said that he would proceed at once to Washington. He was accompanied on the home trip by Rear Admiral M. T. Endicott, also a member of the canal commission. Richard K. Rodgers, general counsel to the commission; Maj. John T. Phillips of the department of health of the canal zone; and Joseph E. Ripley, a special engineer employed on the canal.

Discussing the president's visit, Chairman Shonts said: "President Roosevelt simply took the people of Panama by storm. The setting aside of all precedents by the president in his visit to Panama won the instant admiration and respect of the people of the Panama republic. Mr. Roosevelt was familiar with the work, theoretically, and had been here several months during his short stay. The average man would in several months.

"The building of the canal is to be a future home of the president. He looks on it as his own personal work, having been given carte blanche by Congress in the work."

During the president's trip through the canal zone, one of the leading citizens asked Mr. Roosevelt what he thought of the criticism as written by Poulitney Elgelow. The president answered: "Small people, like small flies, deposit large things and large enterprises."

"In the president's speech at Colon, the thing that won the hearts of the canal workers and of the people, was his statement: 'The men who are now working on the canal and the citizens of Panama who are assisting them will go down to posterity like the veterans of the Civil war. When this great work is completed, one of the leading citizens of the United States will be instrumental in its success will look backward and say: 'I was part of it, as do the veterans of the Civil war when they look with pride at the great united nation.'"

"This did more to endear the president of the United States in general to the people than anything else he could have said."

Mr. Shonts declared that the reports of labor troubles in the canal zone were absolutely untrue. He said: "The work on the canal was never in better condition. The men are contented and the work is going ahead very fast."

In regard to the reported engagement of Miss Theodora Shonts to the Duc de Chaulieu, Mr. Shonts said: "The reported engagement is absolutely untrue. Both the Misses Shonts are scarcely out of school and will not make their formal debut in society until the eighteenth of the month, when we open our new home in Washington. The girls are no doubt great friends of the duke's family and that many have been the foundation for the reported engagement."

## CHILD SLAVES.

Thousands, Mostly Little Girls, in Textile Mills of the South.

New York, Dec. 3.—That there are thousands of child-slaves, mostly little girls, working in the textile mills of the south, and that northern capital is to blame for this condition, was the declaration of Mrs. Frederick W. Lathrop of the Consumers' League, who addressed an audience of about 1,500 persons at the first winter session of the "people's forum" in the New Rochelle theater last night.

"The capital of our country is literally devouring little children," said Mrs. Lathrop. "When one of the negro slaves of the south dies he has to be replaced, but these child-slaves work where the dust chokes them and gives them tuberculosis, and nobody cares. Many of them die, but there are always others."

## ANTON FITZ KILLED.

In Salt Lake He Figured in Affair With "The Candy Kid."

Los Angeles, Dec. 2.—A man supposed to be Anton Fitz of Portland, Ore., was killed by a car as he was crossing Market street near Third. He sustained a fractured skull and other injuries which make his recovery doubtful.

## NEW YEAR'S CALLS.

A New Drink to Replace the Old Time "Apple-Jack."

Twenty-five years ago the custom of making New Year's calls was a delightful one. The custom, until some of the boys got more "egg-nog" or "apple-jack" than they could successfully carry.

Then the ladies tried to be charitable and the gentlemen tried to be as chivalrous as ever and stand up at the same time.

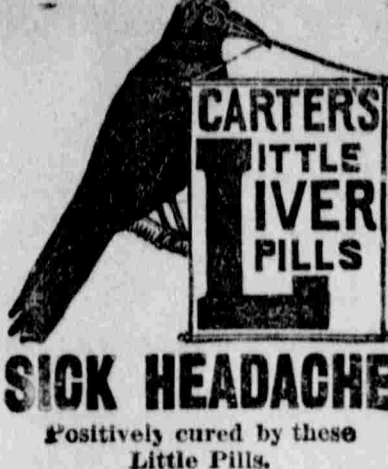
If anyone thinks there has not been considerable improvement made in the last quarter of a century in the use of alcoholic beverages, let him stop to consider, among other things, the fact that the old custom of New Year's calls and the genteel tipping is nearly obsolete.

The custom of calling on one's friends, however, at the beginning of the new year, is a good habit, and another good habit to start at that time is the use of well-made Postum instead of coffee or spirits.

A Staten Island doctor has a sensible daughter who has set Postum before her guests as a good thing to drink at Yale Tide, and a good way to begin the New Year. Her father writes:

"My daughter and I have used Postum for some time past and we feel sure it contains wholesome food material."

"I shall not only recommend it to my patients, but my daughter will be most pleased to give a demonstration of Postum to our Christmas and New Year's callers." Read "The Road to Wellville" in pkgs. "There's a reason."



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Or, was decapitated at San Francisco this morning by the west-bound Santa Barbara passenger train. Discovery of the accident was made some time after it occurred. The man's head was found some distance from his body. A small sum of money, a check and some jewelry were found on the dead man's person. It is believed that he deliberately placed his head on the rail as the train approached.

Portland, Ore., Dec. 2.—Anton Fritz, who was killed today at Los Angeles, came to Portland from Pittsburgh. Pa. less than a year ago with \$13,000 in money. Fritz reported to the police about four months ago that his pocket had been picked of \$5,000 by a woman whom he had undertaken to befriend. Later a private detective received \$5,000 in Chicago and caused the arrest of a negro named Morgan, a negro known as "The Candy Kid" at Salt Lake City. Nothing came of the arrest because Fritz' stories conflicted. At one time he would declare he had been robbed by the woman and another that his room had been robbed after the woman episode. Fritz went to Los Angeles two weeks ago to visit a daughter. Fritz' attorney in this city says the man was mentally unbalanced.

## CAPT. C. L. C. LOGAN IN FAVOR OF VICE ADMIRALS.

New York, Dec. 2.—Capt. C. L. C. Logan, of the battleship Ohio, which arrived Sunday from the Pacific station, declared himself in favor of vice admirals of the navy and pointed out the pressing need for such an officer in the far east.

He said: "For a nation with our naval pretensions, we are placed in the most undignified position on account of this very matter of rank or rather lack of it. Whenever you go out there you find the commanding officer of our naval forces junior to the commanding officers of any other and as a consequence all having to play second fiddle. Whether at banquet, reception, review, all the same we are all the time at the tail end of the procession. Every one of the leading maritime nations has vice admirals on the station. Great Britain, Germany, France, Japan, all save our own."

It is the Ohio's first appearance here. It has been conducted by the Union Iron works of San Francisco, and having previously been attached to the Asiatic station and the United States naval forces in the far east. Her coming here now is in pursuance of a policy recently adopted by the navy department and by which all of the battleships have been withdrawn from the Asiatic station.

The later outfit of the ship that turned out the Oregon, came with never a bolt or rivet started. She came in, moreover, with no part of her machinery calling for repairs, although it seems that 50,000 miles of sea, her officers say, is a steam record for battleships at least for any that have been only a short two years in commission.

## AMERICA AND JAPAN.

Japanese Vice Consul Says Wars Between Them Will Be Fought in Press.

Portland, Ore., Dec. 2.—Tsuneki Alba, Japanese vice consul at Portland, who is the nearest Japanese official to San Francisco and who is believed to reflect the real sentiment of the Japanese on this coast, said in an interview tonight that he is certain President Roosevelt will settle the differences of the United States and Japan satisfactorily.

"I don't think the time will ever come when my country and yours can be dragged into a war. Trade and commercial relations between the two and the industrial development of each at home are factors that are knitting us too closely together to make war possible."

"I have not received a single line of advice or suggestion from the Japanese government as to what attitude I should take in the matter, in spite of the fact that I am near the seat of trouble."

"This talk of the Philippines ever being a bone of contention or a cause belli between Japan and America is utterly ridiculous."

"The wars that Japan and America may fight will never be settled on fields of battle; they will be waged interminably perhaps in the sensational press of both countries and the protocols and treaties will all be signed, executed and delivered to the proper authorities, entirely within the sacred precincts of the editorial sanctum."

## RALPH BALDWIN RECOVERS.

Was Struck by Automobile in the Vanderbilt Cup Race.

New York, Dec. 2.—Ralph Baldwin, the 12-year-old son of Dr. Wm. H. Baldwin of Norwalk, Conn., who was struck by "Joe" Tracy's racing automobile in the Vanderbilt cup race, has now recovered from the expectations of the surgeons.

While in the race Tracy's car ran into the crowd at the turn in East Norwich, and Baldwin was knocked down. Both of his ankles were broken. The surgeons advised that one of his legs be amputated. "I'd rather die than be a cripple all my life," the boy replied.

His father would not insist on the operation, but the boy's consent, and Ralph's objections prevailed. As a result, however, tetanus developed and for weeks his life was despaired of.

The quality of MOUNTS Park and Beans is sufficient to arouse the envy of any true Bostonian.

## BULLFROG EXCURSION.

Rhyolite, Nev., will celebrate RAILROAD DAY December 15th. For this event, the Salt Lake Route, Utah's most popular road, will operate its second low rate excursion to the Bullfrog district. Chance to visit Greenwater also. Owing to the big crowd going, it is important to make sleeping car reservation at once. Phone 1886, 169 South Main street.

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\$10.55	\$7.85	\$5.65	\$9.35	\$9.85	\$5.65
\$12.75 Mahogany Rocker. One Only.	\$6.25 Mahogany Rocker. One Only.	\$8.50 Mahogany Rocker. One Only.	\$14.00 Mahogany Rocker. One Only.	\$13.75 Mahogany Rocker. One Only.	\$11.00 Mahogany Rocker. One Only.
\$9.95	\$4.20	\$6.80	\$10.15	\$11.05	\$8.05
\$12.00 Mahogany Rocker. One Only.	\$8.50 Mahogany Rocker. One Only.	\$7.50 Mahogany Rocker. One Only.	\$7.00 Mahogany Rocker. Five All.	\$5.50 Mahogany Rocker. Five All.	\$6.25 Mahogany Rocker. Six All.
\$8.65	\$5.85	\$5.40	\$5.10	\$3.85	\$4.20
\$20.00 Mahogany Rocker. One Only.	\$29.50 Mahogany Rocker. One Only.	\$27.00 Mahogany Rocker. One Only.	\$9.50 Mahogany Rocker. One Only.	\$13.00 Mahogany Rocker. One Only.	\$16.50 Mahogany Rocker. One Only.
\$15.10	\$22.35	\$20.55	\$7.10	\$10.10	\$12.15

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