

## CONTRACT AWARDED

### WESTERN PACIFIC GIVES OUT DIFFICULT JOB

#### Mountain Ranges Obstruct Passage in Every Direction, but Engineers Find Roundabout Line—S.P. Lay Track to River.

Contracts have been let by the Western Pacific railway for the grading of 100 miles of the proposed line through Nevada.

The present contract runs from Deeth in Humboldt valley to the Nevada-Utah line.

It is a difficult country to traverse. Mountain ranges obstruct passage in every direction.

In order to find a practicable grade engineers have chosen a route that is not direct but when completed will do away with the double engine service that would otherwise be necessary.

In Utah the line has already been constructed about seventy miles outside of Salt Lake.

Recent advices from Yuma, Ariz., were that the California Development Company had begun laying track below the cement gate to the Colorado river with a view to utilizing this gate to turn the stream. The loss of the Rockwood gate cast doubts on the possibility of turning at lower instake, though a great effort will be made to do so. At the same time preparations are making for using the upper heading.

The latter had the advantage of being on solid rock, but was not near enough advanced to use before.

The great dredger being built at Yuma will be in commission in ten days and begin digging the canal below the cement gate.

A great increase in men and material has been ordered.

### Drainage Conference Meets.

Sacramento.—A call has been issued for the national drainage conference to be held at Oklahoma City, Okla., from December 5 to 6. Governor Pardee is requested to appoint ten delegates to represent this state.

The drainage question is one of vital importance to the section, and it is probable that the delegates will be named at once. Owing to the fact that Governor Pardee is out of the state, Acting Governor Alden Anderson may name the representatives.

### PURILS CAN'T EVADE BIBLE

#### Must Come in Time to Hear Scriptures Read or Be Shut Out of School.

Harrisburg, Pa.—A public school Bible reading decision of the widest possible interest was handed down by President Judge Kunkle of the Dauphin county court. He refused by mandamus to direct the admittance to school of pupils who purposely or conscientiously came late to avoid the Bible reading.

It is the custom to read the Bible in the public schools of Williamstown borough, in Upper Dauphin, and some of the scholars objected to hearing it, and remained out of school until the scripture reading was ended. The teacher complained, and the school directors gave orders that no scholars should be admitted to the school who remained out wilfully during Bible reading period.

The parents of these scholars asked the court for a writ of mandamus to compel the directors to admit such scholars to school, but Judge Kunkle declined to award the writ. The court holds that it has no power to compel the school board to permit some scholars to attend school at different time from that prescribed by the school board, and says:

"If the reading of the Bible in the schools is unlawful it may be enjoined; if it be lawful and a proper exercise of the discretion vested in the school board in the conduct of the schools, the petitioners have no ground of complaint. But the question is not necessarily involved here, and we do not pass upon it. The prayer of the petitioners is, therefore, overruled."

### Vesuvius Railroad Partially Destroyed.

Naples.—Travel on the railroad up Mount Vesuvius has been interrupted and the line itself has been partially destroyed.

Many houses have been literally surrounded by the waves of mud.

Several houses in Ottaviano, which were damaged by the volcanic outbreak of April 6, have fallen.

An avalanche of mud has invaded Bosco Trecaz. Troops are being used in the work of rescue.

### Many Colonists Brought to This State.

The Southern Pacific has advised its Los Angeles office that it has carried 20,000 colonists into the state since the first of September under the low rates prevailing from the east.

An erroneous statement was telegraphed by the Associated Press that these rates would be discontinued on October 15. The rates will be continued until October 31, and it is believed from the present rush of business, which exceeds 600 people per day, and which is increasing, that not less than 10,000 colonists will move into California within the next two weeks.

The immigration consists largely of home seekers, but there is also a considerable movement of mechanics and laboring men from the eastern cities, seeking work in San Francisco.

The government reclamation and irrigation schemes near Truckee and Klamath Falls have attracted large numbers of people.

Los Angeles and vicinity is getting hundreds of new residents and settlers every day, and the letters and newspapers they send east swell the growing army.

## SHIP BURNS IN CHINA

### TWO THOUSAND ON BOARD. FEW REACH SHORE.

#### Its Inflammable Cargo Imprisons Many in Steerage—Rescue Forces Are Sent—The Agony Ended Quickly.

Hong Kong, China.—The British steamer Hankow, from Canton, burned at 3:10 o'clock Sunday morning while lying alongside her wharf.

Hundreds of Chinese passengers were burned to death and a valuable cargo was destroyed.

All the European passengers and crew were saved.

The steamer Hankow, with two thousand Chinese passengers, men, women and children, and seven Europeans and a cargo including 7000 bales of matting, 500 bales of raw silk and 4000 bales of waste silk, arrived from Canton at 3 o'clock Sunday morning and was shortly afterward moored at the wharf.

Her chief officer reported to Captain Branch that the ship was afire.

The captain directed the chief engineer to turn on the water through the fire hose.

This was impossible for the reason that five minutes after the alarm was given the Hankow was ablaze fore and aft.

Captain Branch then awakened the European passengers, who rushed down the gangway, the women in their night clothes.

The crew was compelled to leave the ship, which by this time was a veritable furnace.

The Chinese steerage passengers were thrown into a frightful panic.

Horrifying shrieks and cries to save their lives were heard, but escape was impossible, owing to the inflammable nature of the cargo.

Hundreds were burned to death and many others jumped into the harbor and were drowned.

Responding to signals, the British cruiser Flora and the naval dock yard dispatched engines and assistance.

The land and floating brigades of firemen made herculean efforts to extinguish the flames, which leaped to a height of over sixty feet.

The British steamer Powan, which was berthed at the same wharf, was towed out to save her from destruction.

A neighboring pier, a hundred yards distant, was burned to the water's edge.

Governor Nathan, accompanied by his aide de camp, arrived at the scene a little later. Governor Nathan suggested scuttling the ship, but this was found to be impracticable.

The fire was brought under control at 6 a. m., at which time only the shell and hull of the Hankow remained.

The gruesome work of recovering the dead was then begun.

The fire fighters have already recovered seventy-five corpses. Many of them were huddled together and only singed, while others were incinerated beyond recognition.

Of the cargo, 200 bales of raw silk were saved, but badly damaged by water. The remainder was totally destroyed.

There are many theories as to the cause of the fire.

The first is that it was caused by the overturning of the lantern of a Chinese boarding house runner, who came aboard seeking customers.

The second is that an opium smoker accidentally set fire to matting. The third is that it was caused by the crossing of electric wires. A fourth theory and one that is considered the most probable is that the fire was incendiary and was an outgrowth of a boycott against the British river boats.

### Diamonds Going Higher.

New York.—Wholesale dealers in diamonds have sent notices to the retailers that diamonds will cost 20 per cent more this season than they did last year. The reasons given are that the rough stones received from South Africa are inferior to those of other years and do not yield on cutting as high grade gems in the commercial sizes as formerly. Again, the cost of cutting and polishing stones is greater because cutters and polishers are getting higher wages than ever before.

### Troops to Drive Ute Warriors.

Cheyenne, Wyo.—It is reported here that troops will be called out immediately to drive the Ute Indians back to their reservation.

Governor Brooks has been in the vicinity of the Indians' camp near Newcastle for several days and has communicated with the authorities at Washington regarding the situation.

The Indians are the larger part of the band which encamped near Douglas a few weeks ago, numbering between 500 or 600. After leaving Douglas 100 returned to Utah with the Indian agent. He could not persuade the others to go with him and they started for Newcastle on the way.

### TROOPS ARE TENDERED.

Washington.—Governor Brooks of Wyoming has been practically notified by Secretary Hitchcock that he can secure the assistance of the United States troops in the matter of the renegade Ute Indians, whose home is in Utah, if he so desires. There are about 300 of the Indians encamped near Gillett in the northwestern corner of the state and the governor has notified the secretary that they are drinking, insulting the people and stealing.

He added that yesterday they defied the local police officers and he suggested that "serious trouble is certain unless prompt action is taken."

Golden eagles are increasing in the Scottish highlands through the efforts of land owners for their protection.

## RULINGS ON FREE PASSES

### INTERSTATE COMMISSION BAR MANY BENEFICIARIES

#### Neither Members of Families of Ministers Nor of Government Employees Entitled to Reduced Rates.

Washington, D. C.—A series of orders have recently been issued by the interstate commerce commission relating chiefly to the construction of section 6 of the recently enacted rate law.

In substance the rulings follow: "A contract, agreement or arrangement by common carriers governing a division between them of joint rates on interstate business is a contract agreement or arrangement in relation to traffic within the meaning of section 6 of the act to regulate commerce, and a copy thereof must be filed with the commission.

"Where a joint rate is in effect by a given route which is higher than that of the locals between the same points, by the same or another route, such higher joint rate may, until December 1, 1906, reduce the same to the sum of such locals, but not otherwise, on posting one day in advance a tariff of such reduced rate and mailing a copy thereof to the commission.

"Rates for a series of daily excursions, such series covering a period of not exceeding thirty days, should be established upon notice of three days as to the entire series and separate notice of the excursion on each day covered by the series need not be given.

### HUNDRED THE MINIMUM.

"Round trip tickets on the certificate plan may be issued at reduced rates and their use be confined to the delegates at a particular convention or the meets of a particular association or society upon the condition that a certain number of tickets shall be presented for validation of the return trip before the reduced rate for return trip will be granted to any. The commission suggests that the rule should provide that not less than 100 tickets shall be presented for validation before return rates shall be granted to any. The round trip tickets in the certificate plan may also be issued to government employees going home to vote and returning to their employment.

"The provisions of the act relative to the issuance of free tickets, free passes or free transportation or free carriage to employees of carriers apply only to persons who are actually in the service of the carriers and who devote substantially all of their time to the work or business of such carriers. The land and immigration agents, unless they are bona fide and actual employees, representatives of correspondence schools, agents of life insurance companies, etc., are not within the classes to which free or reduced rate transportation can be lawfully furnished.

### FREE PASSES.

"But the commission does not construe the law as preventing a carrier from giving necessary free transportation to a person traveling over its lines solely for the purpose of attending to the business thereof or performing a duty imposed upon the carrier, nor from giving free carriage over its lines to the household and personal effects of an employee who is required to remove from one place to another at the instance of or in the interest of the carrier by which he is employed nor does the commission construe the law as preventing a carrier from giving free or reduced rate carriage over its line to contractors for material, supplies and men for use in construction, improvement or renewal work on the line of that carrier, provided such arrangement for free or reduced rate carriage is made a part of the specifications upon which the contract is based and a contract itself. The provisions of the act relative to the issuance of free or reduced rate transportation to ministers of religion do not apply to or include members of the families of ministers of religion.

"Neither do the provisions of the act relative to the issuance of free or reduced rate transportation admit of including therein the members of the government or the army or the navy, or the members of their family to which such transportation has been extended in the past, unless such classes are expressly named in the contract."

### Dates Flourish in Arizona.

Phoenix, Ariz.—According to the statement of R. H. Forbes, who has charge of the government experiment station at Temple, the growing of dates would be one of the most profitable undertakings that could be followed in the Salt River Valley.

The results of the experiments made by the two government stations located near Phoenix demonstrate the date palm will grow luxuriantly in this valley.

Several years ago the government imported about 170 different varieties of date palm suckers and placed them in the station's orchard near Temple. About twenty-five are now bearing. These suckers came from Africa, Arabia and Persia.

The crop now being gathered is the largest in the history of the station, and is principally the Rhams variety. The fruit marketed finds a ready sale in this territory. Mr. Forbes says the average yield of the date tree is about 300 pounds yearly, and brings a good price and can be kept a long time.

### Purchase Water Rights.

Beatty, Nev.—A New York electric power and reduction company has purchased important water rights from A. L. Lidwell, twenty miles north of here for \$50,000 and will build a large mill and reduction works to treat Bullfrog, Goldfield and Tonopah ores and also to furnish electric power.

## WIRELESS FOR GOLD CAMPS

### WONDERS OF THE NEVADA MINERALS.

#### Electrical Plants and Railway at Searchlight—Shasta County Mines. Excitement at Silver Lake. Other Mining News.

Unless all signs fail, Nevada will soon head the list of gold-producing states. From Goldfield alone, if the present rate of production is maintained over \$40,000,000 will be turned out. The Goldfield News says: "The largest shippers of the camp estimate that this month's production will amount to \$3,000,000. These figures are conservative, as they are based upon the production of the last ten days of September. No allowance is made for new shippers which are almost certain to come in on the Mohawk, Silver Pick, Jumbo, Florence, Velvet, Atlanta and other properties now being worked by leasers. And it is also estimated that the production for the fiscal year beginning July 1, 1906, and ending July 1, 1907, will amount to \$42,000,000. October has started in to make good the estimate by shipping ore to the amount of \$110,000 daily."

Mohawk rock as it is broken and shipped, and without any sorting, is running from \$200 to better than \$400 a ton. It is being marketed at the rate of from four to five carloads a day. In one place there is a streak eight feet wide that if saved separately would average \$1000 in carload lots. The grade of the ore being shipped is better than at any time in the history of the lease.

### PROGRESS OF SEARCHLIGHT.

Representatives of the Occidental & Oriental Wireless Company of the Pacific Coast, having stations in San Diego, Los Angeles, San Jose and San Francisco, have been in Searchlight for the past few days making arrangements preparatory to installing a wireless station. The company agrees to install an office, erect station, and transmit telegrams to the principal cities on the Pacific coast. The success of the present company on the Atlantic coast will undoubtedly assure the complete development of the Pacific coast system, and Nevada will greatly profit thereby, as stock reports can be transmitted within ten minutes after the exchange adjourns.

The electrical machinery for the plant which is to furnish light for the entire camp as well as the town of Searchlight itself, is all installed with the exception of dynamos which are being hauled by team from Navel, and within the next week the plant will be in full operation. The railroad camps are plainly visible across the flat adjacent to the town, and the grading and track laying are rapidly being pushed toward completion. The number of new arrivals increases with the cool and pleasant weather, and many representatives of capital, mining engineers and miners, as well as others seeking locations for mercantile stores, are coming into camp daily. The Eldorado canyon district and the new Thurman camp at Newberry mountain, both tributary to Searchlight, feel their share of the increasing activity. The hospital for the accommodation of the sick and disabled miners of the district is being extensively improved under the direction and supervision of the Mine Operators' Association.

The Gold Dyke Mining Company are arranging for contracts for the erection of a hoist and the sinking of their shaft to deeper levels. Assays on the ore already taken out run as high as \$60 per ton. The property adjoins the well known Pompeii and the Blossom, \$173,000 having been taken out of the latter mine within 50 feet of the surface. From all appearances the Gold Dyke will make one of the large producers of the district.

### IN SHASTA COUNTY.

A very interesting bit of news affecting copper operations in Shasta county has just come to light. It relates to the renewed activities now taking place at the Shasta King mine, which is the principal holding of the Trinity Copper Company, Thomas W. Lawson's pet western holding in copper mines, and is claimed by him to have 1,000,000 tons of ore developed.

It is reliably stated that the American Smelting and Refining Company, the so-called smelter trust, has entered into arrangements for the purchase of the Trinity Copper Company's ores to the maximum extent of 1,000 tons per day, or minimum of 300.

The Trinity people must deliver the ore at the new Bakakala smelter, now building at Coram, and plants are already formulated for a tramway two and one-half miles in length. The Trinity Company will get the market price for the contents of its ore. Smelter treatment will be \$3.00 per ton.

### EXCITEMENT AT SILVER LAKE.

It is reported that M. T. Amos, J. C. Amos and F. K. Myson of Salt Lake have caused great excitement in the region of Silver Lake, fifty miles from Ludlow, in San Bernardino county, by uncovering an immense ledge of copper, which has been traced for miles. Hundreds of prospectors are flocking into this region and already reckless buying is adding to the excitement. Deals involving from \$20,000 to \$50,000 have been made, the chief purchasers being P. J. Roddatz of Salt Lake City and Peter Heick of Los Angeles. To add to the excitement a rich silver strike has been made at Cima, where great chunks of native silver have been uncovered.

The Oroville Dredging Company, a consolidation of four California dredging companies, formerly owned in Boston and now under control of English parties, earned \$150,000 net for June, July and August with nine dredgers at work. On a basis of twelve dredgers at work the estimated life of this property is fifteen years.

## MRS. DAVIS AT REST

### WIFE OF CONFEDERATE PRESIDENT DIES IN NEW YORK

#### A Trip to the Adirondacks Proves Fatal to Aged Woman—Relatives Stand Silently by in Her New York Apartments.

New York.—Mrs. Jefferson Davis, widow of the president of the Confederacy, who had been ill for a week at the Hotel Majestic in this city died at 10:25 o'clock last Tuesday night.

Death was due to pneumonia, induced by a severe cold which Mrs. Davis contracted upon her return from the Adirondacks where she had spent the summer months. Although grave fears were felt from the first, Mrs. Davis' wonderful vitality which brought her safely through a similar attack a year ago, gave hope of ultimate recovery until just a short time before her death when a decided change for the worse was evident and the attending physicians announced that the end was near. It was then believed that Mrs. Davis could not survive the night, but she rallied slightly during the early hours of the day following.

Shortly after 7 o'clock on Tuesday, she had a similar spell and Rev. Nathan A. Seagle, rector of St. Stephens Protestant Episcopal church, was hurriedly summoned to give religious comfort to the patient in her last moments of consciousness. The clergyman remained some time and an hour later it was announced that Mrs. Davis had lapsed into a state of coma. The period of unconsciousness continued to the end.

At the bedside when death came were Mrs. J. Addison Hayes of Newark, N. J., the only surviving daughter of Mrs. Davis; Jefferson Davis Hayes, a grandson, who is a student at Princeton university; Mrs. Charles E. Bateson, a niece; Dr. and Mrs. Gustave Webb, the latter a granddaughter, and Dr. Robert H. Wylie, who with Dr. Webb, cared for Mrs. Davis throughout her illness.

J. Addison Hayes, husband of Mrs. Davis' only living child, had been summoned from Colorado Springs and was hurrying across the continent when a message announcing Mrs. Davis' death intercepted him.

Mrs. Davis has for some years made her home in this city, where she had a wide circle of friends. Throughout her illness solicitous inquiries regarding her condition were made at her apartments.

Funeral services were held here by her pastor, and the body rests beside that of the late president of the confederacy in Richmond.

### AMERICAN FLEET MENACED

#### Cyclone Wrecks Buildings and Results in Many Fatalities.

New York.—The evening Telegram prints the following dispatch from Havana:

The whole American fleet was menaced and the cruiser Brooklyn torn from her mooring and thrown upon the shore during the recent cyclone.

More than 100 tents in Camp Columbia have been blown to atoms, houses unroofed and one trooper probably fatally hurt.

Fortunately the storm gave everybody about an hour's warning and when the blast arrived the marines on shore had sought shelter in the warships. All but the Brooklyn rode out the storm. These ships included the Minneapolis, Texas, Denver and Prairie.

When the tempest reached its height, buildings were shaken as by an earthquake, street cars were carried from their tracks, windows were blown in like paper and roofs and doors swept away.

Several of the smaller frame houses were blown from their foundations and wrecked. These were situated in the poorer district and were the causes of many deaths among natives.

It is feared that great loss of life occurred in the interior, especially in Pinar del Rio and on the island of Artemisa. The wind is estimated to have blown at the rate of 80 miles an hour.

### HARROWING TALE OF STORM

#### Survivors Who Reach Key West Describe Terrible Scene at Sea.

Key West, Fla.—Survivors from one of the house boats on the Florida East Coast railway extension along the keys tell a harrowing tale of death and destruction caused by the recent storm. W. P. Dusenberry, civil engineer, in charge of the work on Long Key, arrived here on the Russian steamer Jennie, among other survivors rescued. He says house boat No. 4, on which was 150 men, was struck by the storm and was driven out into the gulf. Soon the house boat began to break up and when the great waves hit her men, singly and in bunches of two and three, were washed into the sea and drowned.

Some went below for protection, but when the top of the boat was carried away the waves rushed in and the boat soon went to pieces, thirty or forty of the men being crushed to death in the collapse, the others grabbing timbers to save themselves from drowning.

Dusenberry was in the hold, but succeeded in getting onto a log and floated until the following day.

On one piece of timber sixteen men were clinging and nine were hanging to another.

The sides of the house boat were crowded with men. It turned over three times, each reducing the number.

The steamer Jennie discovered the wreckage and succeeded in rescuing

the ninety-nine men who were brought here. Three other steamers were picking up dead and injured when the Jennie left the scene.

There was another house boat with 150 men on board at Long Key which Mr. Dusenberry thinks was also swept to sea.

There were in all ten boats at Long Key, mortar mixers, dredgers and other boats engaged in the work. The survivors were furnished food and clothing from the East Coast Railway commissary here and were given medical attention.

### STEAMER ST. LUCIE CRUSHED

#### Twenty-Five Killed and Sixty Seriously Injured.

Miami, Fla.—The steamer St. Lucie, Captain Bravo commanding, has sunk off the Florida coast.

A steamer arrived in port bringing sixty injured, who were taken to the hospital.

It is believed now that a part of the Florida Fish and Produce Company's fleet was destroyed.

Manager Adams sent out one of their boats to look for the men and boats, and on their return reported no signs of the fleet.

The fishing nets were found strewn upon the shore.

The St. Lucie's home port was Tampa.

She was built in Wilmington, Del., in 1888, was of 105 net tonnage, 122 feet long, 24 feet on the breadth and four feet depth. She was usually manned by a crew of thirteen.

The St. Lucie had formerly been in service at New Haven.

Details are lacking.

Captain Bravo says that he anchored on the lee side of Elliott's key, twenty-five miles south of Miami, and that a tidal wave engulfed the island.

He says there were more than 250 residents on the island, all of whom were lost.

The St. Lucie was crushed by the same wave and of the 100 passengers on board, 25 were killed.

Captain Bravo was seriously injured. A large containing 100 people is said to have been torn away from its moorings at Elliott's key and afterward was picked up near the Bahama islands, fifty of her passengers having been drowned.

### Price on Czar's Life Fixed at \$25,000.

Geneva.—Thousands of pamphlets have been secretly printed in Zurich and Geneva, offering \$25,000 for the life of the czar.

The pamphlets have been smuggled across the frontiers into Russia.

The notice, which does not state how or by whom the money will be paid, ends as follows:

"Rest assured that the sum mentioned above will be paid to you, or, if you die in doing the glorious and heroic work, to your relatives within three days of the accomplished act. "Free us from czarism and slavery and Russia will bless you."

### Document Causes Sensation.

Mexico City.—A sensation has been caused by the announcement that voluminous documents have been presented to congress formally accusing Rafael Labat, governor of the state of Sonora, of being responsible for the violation of territorial rights. The accusation refers to the entrance on Mexican soil of Arizona rangers, alleged to have been in the governor's convoy at the time of the Cananea riots. The exact terms of the accusing documents are not yet known.



## TOURIST SLEEPERS TO ST. LOUIS

Through Denver and Kansas City every day on

### "THE OVERLAND"

via

## SALT LAKE ROUTE UNION PACIFIC

AND

## WABASH RYS.

See about it at Salt Lake Route offices.

# San Diego AND Coronado EXCURSIONS

The Santa Fe will sell special round trip tickets to San Diego at greatly reduced rates, daily, up to and including Oct 31, good return until November 15.

TIME TO TAKE A LITTLE RECREATION

ASK THE Santa Fe AGENT