

DESERT EVENING NEWS.

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 CHARLES W. FENNELL, EDITOR.
 Wednesday, September 28, 1902.

CONFERENCE NOTICE.

The thirty-third semi-annual Conference of the Church of Jesus Christ of Latter-day Saints will convene in the Tabernacle, Salt Lake City, at 10 o'clock on Thursday morning, October 6th, 1902.

The officers and members of the Church generally are cordially invited to attend the meetings of the conference.

WILFORD WOODRUFF,
 GEORGE Q. CANNON,
 JOSEPH F. SMITH,
 First Presidency.

PERTINACITY OF THE UTAH COMMISSION.

The grand jury of the First Judicial District, sitting at Ogden, in their latest report, submitted severely on the undue attempts made to put innocent persons in trouble and expense, through alleged infractions of the anti-polygamy laws. They said:

"There is a matter which we desire to call your honor's particular attention to, and that is the great number of witnesses that are brought in to the expense of the Territory and the government, whose testimony is absolutely worthless and on which no indictment can be found. We understand that many of these witnesses are brought in from long distances, and their testimony cannot be used after it is brought before the grand jury."

"It seems to us that there must be persons in authority whose business it is to look into these matters and see that this enormous expense is not contracted in entirely gratuitous cases. There seems to be a disposition on the part of the committing magistrates to send everything to master how trivial, to the grand jury to investigate, when the cases come under their proper jurisdiction and ought to be heard and determined by them. That, coming from the men of expense to the government, renders the work of the grand jury more arduous and tiresome than there is any need of."

"We understand it is the custom of the United States commissioners to accompany the deputy marshals and send them to making arrests under the Edmund-Tucker act at all hours of the night. This we submit is undignified, and makes these arrests more conspicuous than legitimate prosecution."

This ought to make good reading for the Utah Commission. In the report of that body, framed for the evident purpose of creating new prejudice against the "Mormon" people, and of retaining offices which are supposed to be needed for the suppression of polygamy, the numbers of persons arrested, indicted, acquitted or convicted, are tabulated in a very misleading manner. Most of the cases were of a very long standing which had not been brought to trial for various reasons.

Among the number tabulated as "acquitted" were scores of cases which in truth were dismissed on motion of the prosecuting attorney, because there was not sufficient evidence to bring them to trial. At the last term of court at Ogden there were thirty-nine such cases dismissed. They were sent up on insufficient evidence, in the way the grand jury deprecated so strongly, and ought never to have gone beyond the Commission's hands where they were originally heard.

Then, it is well known how that a large number of these cases tabulated as "convicted" were old cases in which the defendants pleaded guilty to a technical infraction of the law, and were either fined a small amount or sentenced to pay the costs, because they had seemed to obtain the law against unlawful exaltation and promised to obey it in the future.

The tricky and cunning Commissioners carefully concealed these facts, and put the matter in the way that seemed most likely to do damage to the cause of the "Mormon" people and justify a fresh outbreak of popular opinion against the Church, while it would be a virtual argument for the retention of the Commissioners in their easy offices.

This is clear from the comments made by many of the leading newspapers of the country, which have been deceived and misled by the report of the Commissioners. They have criticized the manner in which the charges of polygamy cases are conveyed, and state that the condition of affairs hinted at by the Commission is actual.

We call the attention of our contemporaries who desire to be just, to the fact that the Commissioners merely give voice to a pretended belief, and do not assert anything definite. They say they have information concerning these male persons who "it is believed" have recently contracted polygamous marriages. But they do not say they believe it themselves, they do not say who they believe it, they will not give the names of the male persons thus covertly accused, nor of those who are alleged to have secured them. They acted in the same cowardly manner last year, refusing to make a specific charge and have made themselves simply reflectors of village scandal, repeaters of groundless gossip, dispensers of the truth of slander

and all for a mercenary and indignant purpose. Measures should be taken to show them up in quarters where they desire most to appear: needful to good government, and their falsehood and infamy ought to be made manifest throughout the land.

WHAT NEXT WILL THE LIBERAL COUNCIL DO?

The session taken by the City Council in Tuesday evening in relation to the suit against the largest members of the Council, was, to say the least, peculiar. By "liberal" trickery six gentlemen, only elected to the Council in 1900, were kept out of their offices for the greater part of their term, and six "liberals" who were not elected, were admitted and kept in the seats to which they had no right. The whole affair was a disgraceful and a shameful one, and the Council and the men who manipulated it.

The courts decided the legality of the election of the gentlemen elected, and the six "liberals" were ousted, after securing the salaries for many months, which they had no right to pay. The legal instruments demanded of the city the maintenance of the offices of which they had been ousted. The Council refused to pay. Thereupon suit was entered against the individuals who had illegally received the money.

They are in no sense a part of the city government. They have long since ceased to have even the semblance of a connection with it. It is not "liberal" to admit them to the city government. Yet the present Council, or the "liberal" majority of it, has voted to instruct the City Attorney to defend the suit against these private individuals at the city's expense. That the Council has not the shadow of a right to do this, is clear to every rational person. Not the wrong of the thing is the more aggravated from the fact that the City Attorney had previously given his official opinion that the city was not responsible in any way for the money paid for, but the defendants were an individual citizen.

The City Attorney called the Council's attention to this fact, yet it not only failed to heed his warning, but the City Attorney should conduct their case, although conceding that he might have his assistant appear for it.

There is nothing in the ordinance defining the duties of the City Attorney which will justify this preposterous act. The ordinance says that he is to "advise and defend in all courts in all actions on behalf of the city, and defend in all actions against any officer or agent of the city on account of official acts." But these persons whom he has been instructed to defend are not and never were officers or agents of the city, but private citizens, and they are not to be defended "on account of official acts," but in a suit to recover from them funds illegally obtained.

The charter of the city authorizes the Council to require of the city officers additional duties to those prescribed in the charter, but the Council must do this by a resolution. The ordinance gives no definition of the attorney's duties which will cover the action now required of him to take. He has no more right to defend these usurpers of office in this case, than to appear as City Attorney, at the city's expense, for a stranger sued for an ordinary tort.

The attorney very properly protested against the course of the majority of the Council, and his legal opinion, furnished at their request is evidently sound. Any private citizen who is proceeded against in a civil court has so much right to the services of the City Attorney in his defense, as have men who are now sent to confinement on charges of polygamy. They are not "liberals" who are to be defended "on account of official acts," but in a suit to recover from them funds illegally obtained.

NEW RAILWAY INVENTION.

MR. W. T. HAYWARD, of Evanston, Wis., is a man of unusual versatility. He was formerly editor of the Chicago Post, a position he occupied for several years, he has been a poet; he has been the treasurer of Utah County and has lately entered the field of invention.

His latest production in the list of his inventions is a novel device of novel construction. It is, in most of its features, distinct from any of the systems now in operation. Mr. Hayward obtained a government patent on his railroad construction in the early part of the present year. Plans of it upon a regular construction, and the device was patented by Mr. W. T. Hayward, who is himself an inventor and one of the most successful and progressive engineers in the United States. Mr. Hayward is now having a perfect model of his device constructed. When it is completed he expects to give a public demonstration of the merits of the principles of his proposed railroad by operating it upon a small scale by means of the model.

To enter into descriptive details of this production of the Evanston inventor would take up too much space; consequently we will only attempt to give a general idea of its character. Instead of running on the surface of the ground, as with ordinary lines, the car is suspended on a girder along without touching terra firma. Instead of the wheels being underneath the car, as in the case of the ordinary car, the wheels are above the car, and run in a straight continuous line, in the form of a track. The wheels run on a single

rail, from which the car is suspended. This rail, which then bears the entire weight of the train, is sustained by a framework of suitable strength. There are two other rails slightly below the parallel of the bottom of the car, which wheels which revolve horizontally on these rails, and thus the car is kept in position. All of the wheels—upper and lower—are constructed so to give sufficient play to admit of every passage along curves.

The car itself is of ingenious construction. Being suspended from the top rail, after the fashion of a rock, it is on the back of a axle, it is necessarily divided longitudinally into two compartments. A row of double seats runs along the outer wall of each division, the seats being pointed with the inner wall. An interesting feature of the construction of the car is the method by which the inventor has been able to secure a perfect balance of the two sections of the coach. This is effected by means of a couple on top and bottom. This of itself forms a small compartment, and can be reached by a staircase leading from each division.

As a matter of course the inventor does not claim that his railroad is suited for heavy freight, but he does hold that it is admirably adapted for passenger traffic, and for small parcels and mail-carriage. He claims also that any desired rate of speed, up to 200 miles an hour could be attained by it, and that it is just the thing for use in popular cities. According to Mr. Hayward's estimate it would, if adopted, evidently give a tremendous boom to suburban property, and real estate dealers would have special cause to rise up and call him foolish.

The inventor holds that there can be applied to this system of railroading, but that electricity is the better motive power for it, and that the latter could be used from stationary power plants, if adopted, evidently gives a tremendous boom to suburban property, and real estate dealers would have special cause to rise up and call him foolish.

It is claimed that railroad disaster would be reduced to a minimum under the proposed new system, as the cars could be sufficiently elevated to avoid collision with cattle, while at points where traveling might be interfered with, danger of striking trees, etc., would be avoided by reducing the level of the road. Where it passed through cities the height of the line would be commensurately increased. He has not yet, however, taken into account the advertisements sent by who has not sufficient self-control to resist enticing every post that happens to catch his eye. Should he climb up into the framework of his railroad line and then wait the approach of a lightning express, the result would be hardly disastrous to the venturesome notions of humanity. Perhaps the inventor will find some means of banishing any apprehension that might be felt by passengers traveling on his line. He would be the first to admit that, from which the train must, wholly suspended, swaying its train on account of a fatal flaw or from its being impregnated with frost. A mishap resulting from such a cause, would be that the cars would drive seaward and join in a confluence mass that might leave the tracks without sufficient time to find out what was wrong. Then before they took a sudden trip to a country from which they had not taken out a return ticket. Of course this liability would depend upon the strength of the rail and its supports.

One thing is clear in reference to this device—it exhibits remarkable originality on the part of the inventor, who is undoubtedly a genius in his way, and we hope he will have full opportunity of testing the feasibility of his interesting production. It has been examined by members of engineers, who all admit that Mr. Hayward's system embodies principles of great value.

A PLEA FOR THE COVOTE.

From an article that lately appeared in the Home (Newark) Courier, it appears that the despised covote is not entirely devoid of usefulness. This may be regarded as a recent discovery; heretofore that unsightly brute, which makes night hideous in the western plains, has been regarded as a mistake of nature. The writer, however, states through the Courier that the covote is a devourer of field mice, gophers and rabbits, and therefore a friend to the western farmer. While the covote himself does some damage to the property of the granger, his destructive powers in that direction are small compared with those of the little pests to which he is a deadly foe. Here at last is a plea in behalf of an animal to which western people have always acted as natural enemies.

A DISORDERLY MEETING.

Two meetings being held in the big tent by Mr. Lamo, the Adventist, are somewhat noisy and consequently unprofitable. The lecture last night was on "Righteousness." The lecturer related the rebellious of the audience by a number of men, and in the estimation of the listeners, inconspicuous chairman. As a consequence, the speaker, gave the first exhibition of apoplexy. He quoted numerous passages from the Bible which had no particular resonance in his theme, and made running comments upon them, which had no logical connection with the subject of his experience. He told a little of his own experience with a spirituelle medium, through which it was claimed the spirit of Mr. Lamo's father spoke with him. He said it was his father, however, but he said he had the office of this

statement by asserting that the devil had become acquainted with his father's life and conduct because he had been a faithful servant of his father's majesty. These assertions created laughter, and Mr. Lamo took the remark of his audience, Mr. Lamo was surrounded by friendly comment from some of the listeners and rebuffs from Mr. Lamo. In fact, the whole affair was devoid of dignity or profit, and therefore the attendance of decent people will soon diminish unless succeeding meetings are an improvement upon that of last night.

THE SALT LAKE RAILROAD.

The San Francisco Chronicle of September 24th has the following in the form of a dispatch from Sacramento:

"It looks as if Northern California will have another railroad. For some time there has been a good deal of talk about a new transcontinental railroad, from Salt Lake, with its Eastern terminus there. A tangible sign that such a thing is in the air is the fact that a large number of engineers are at work in Sacramento today laying out the route of the line. The party has headquarters at a camp near Marysville, below the city."

"This morning the chief engineer of the party called at City Manager Boyd's office and asked for data by which the city's movements might be accurately known and known. The information was cordially supplied by the city manager's office. These movements are in the interest of the Great Salt Lake road."

ROMAN CATHOLICISM IN THE EAST.

DISPATCHES from western cities contain particulars of a rather sensational character in relation to "Catholicism." A few days ago a riot of a serious nature was reported in Chicago, Wisconsin, because of religious intolerance. A lecturer, named Lyons, engaged a hall to discuss the enormities of Roman Catholicism. Members of that creed attended and succeeded in breaking up the meeting. The lecturer was armed with two revolvers. He drew one, and wounded three persons. The situation there is described as a sort of miniature civil war.

Public opinion will certainly go against the Catholics in this instance. In the United States every citizen has a right to the free expression of thought, if anything is to be a religion, it is a religion. If false statements are made, meet them in the press, or on the forum. Mr. Lyons, who, it is said, is an apostate Romanist, ought to be left alone, and the Catholics of Chicago have done themselves a greater injury by their own rash and ill-considered action, than ever Lyons could do them by his American Protective Association rubbish.

The Catholic church is, however, assuming quite a formidable front in the East. The past week dispatches relating to German Catholic conventions, conferences, and congresses contain indications of aggressive action on numerous occasions. The Iowa Congressmen Senator Davis at Minnesota for his speech in the United States Senate on the occasion of the Chinese exclusion bill. The senator then stated that there was more danger to American institutions from such projects as the Catholicism than what had for its effect the Germanization of American schools and the suppression of the English language—then there was in the introduction of Chinese.

The German Catholics are numerous in Minnesota, and it appears their Lutheran countrymen endorse them in every particular. Bishop Ireland, who thought a Roman Catholic of the right kind, is an American first, condemned the Germans, and told Senator Davis that he would support him against the Catholicism.

Dr. Conway, editor of the Catholic Chronicle, published at St. Louis, also supports Senator Davis, and says that the Catholicism is the right religion to the United States. He was surprised that the Catholics of Delaware should after the resolution relating to Davis.

The German Catholics now assembled in congress at Newark, N. J., are quite pronounced in their attitude on the school question. A dispatch in this issue of the Despatch News gives a fair idea of the ideas they have taken. But what really astonished in the present attitude of the Catholic church, is the fact that Germans are becoming "Irish-American" Catholics and propagators. The core orthodox of the Irish-American Catholics are also siding with them. But the school question will ultimately come to a right conclusion. It cannot be much, as the Germans by reason of their capacity for organization, and their systematic method of working, will ultimately absorb the Irish-American, and possibly make the German the language of the church.

WEEKLY FINANCIAL REVIEW.

HEWY CLARK, in his report for the week ending September 24, 1902, says that although the silver question appears to be comparatively forgotten, yet it would be a great mistake to assume that it has been permanently solved. There is reason to believe that it will prove a point further in time to no distant future. At present it is quiet because of the pending monetary conference. But should this assembly do nothing in the desired line, what they will result in this country.

Mr. Clouse is of the opinion that without England's co-operation there is no possibility of restoring silver to its position. He says Germany will follow England. We have to face a possibility that in a few weeks at least all hopes of restoring silver through an international union may have been abandoned. That result would be tantamount to fixing irrevocably and for a prolonged period the depreciation and the instability of the metal.

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HOW THE CHOLERA AFFECTS THE EAST.

The cholera scare has the effect of calling the attention of the American people as a whole to the close relationship between their country and foreign countries. First, accounts of incoming cholera have been multiplied, and now in the United States directed attention to the extent of foreign cholera. It was found that had a cholera week arrived in New York, with bringing from 500 to 1000 average passengers, falling from every class from the Mediterranean to the Polar sea. Of course, figures are regularly published relative to immigration, and we are told that 50,000 persons annually land on our shores, and so on, but figures presented in this way do not strike the public ear in the same manner as these furnished during the past two months. For instance, it was known how the price of writing paper went up one day of two ago, because of the embargo on paper. Now comes a report from New York that eight has gone up one cent a pound owing to the cholera scare. The large supplies depend on raw material from abroad. Germany and Austria supply great quantities of best paper in a crude form. The Dutch West Indies also supply crude cane sugar. In this form the sugar is a favorite cargo with shipmasters. The article is packed in sacks. It is very heavy and awkward, and is very hard to handle, while at the same time it is a handsome revenue. Imports in this line are all but suspended. The Havre refinery of New York, with a capacity of 800 barrels daily, is almost at a standstill, owing to the difficulty of obtaining raw material. These little incidents show forcibly the extent and sensitiveness of our relations with foreign countries. The price of silver, raisins, carmelites, grapes, figs, and in fact all kinds of imported dried fruits are ascending.

SUBSIDY FAILURE.

In 1891 the government of Germany adopted a system of subsidizing ships for the purpose of extending commerce and strengthening its merchant marine. A line was established between Germany and India, and one between Trieste and Japan. The government subsidy paid aggregated about \$1,000,000 annually. After over a year of trial the government has discontinued the subsidies, and the shipping interests revert to the old plan of individual effort.

It is supposed the abandonment must have been occasioned by the fact that the payment of subsidies brought an corresponding benefits to the nation or its people, while possibly it benefited individual ship owners and masters.

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