DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. XX. SALT LAKE CITY, UTAH TERRITORY, SATURDAY EVENING, MARCH 12, 1887. NO. 92.

EVENING NEWS:
Published every Evening, except Sunday.

One Copy, one year, with Postage,		$10 00
" " six months	"	5 00
" three months,		2 50

DESERET NEWS:
SEMI-WEEKLY,
PUBLISHED EVERY TUESDAY AND SATURDAY

One Copy, one year, with Postage,		$3 00
" " six months,	"	1 75
" three months,	"	1 00

DESERET NEWS:
WEEKLY,
PUBLISHED EVERY WEDNESDAY.

One Copy, one year, with Postage,		$2 50
" " six months,		1 50
" " three months,		.50

Papers sent to subscribers by mail have the names stamped upon them, with figures opposite to indicate when the subscriptions will expire. For instance, *John Smith, 4-11-7*, means that John Smith's subscription will expire on the 4th day of the 11th month of this year, or November 11th, 1887. Subscribers will please notice the figures on their papers, to see that they have their proper credits, and also to know when to renew their subscriptions, the rule being to stop the paper when the subscription expires.

PUBLISHED BY
THE DESERET NEWS CO.,
SALT LAKE CITY, UTAH.

CHICAGO TRADE.

SIX MEDALS
of the First Class
AWARDED
Established 1839.
Soapmakers, Perfumers, Chemists,
BY THE
World's Industrial and Cotton Centennial Exposition, New Orleans, 1884 and 1885.
(Extracts from Jurors' Reports to the Board of Awards.)
For Collective Display of Toilet Soaps and Perfumery.
For Fancy and Ordinary Toilet Soaps.
For Excellence of Material, Delicacy of Perfume, and Neatness of Style.
For Zenithia Shaving Soaps.
For Laundry Soap Specialties.
For Excellence and Superiority of Laundry, Harness, and Medicinal Toilet Soaps.
Highest and only Award for Chemically Pure Glycerine.
JAS. S. KIRK & COMP'Y,
CHICAGO.

F. MAYER & CO.,
MANUFACTURERS OF
CHAMBER SUITS,
SIDEBOARDS and BOOK CASES,
in Walnut, Cherry and American Mahogany,
CHICAGO.
Our Goods are on Sale in all the Principal Stores in the country. d1y

STAR HORSE NAILS,
POLISHED OR BLUED,
Will hold a shoe on Longer than any other. We guarantee our Nails to be Equal in Quality and Durability to any made.
Made from the Best Norway Iron, Finished Already to drive, by the
UNION HORSE NAIL CO.,
CHICAGO.
For Sale by Z. C. M. I. and its Branch Stores. d1st 1y

GRANT BROS. CO.,

LIVERY, FEED AND SALE STABLES,
24 & 26 East, 2d South St.,
SALT LAKE CITY.
A Large Assortment of
DOUBLE AND SINGLE VEHICLES,
SADDLE HORSES, Etc., Etc.
☞ *Special attention to FUNERALS and EXCURSIONS.*
GRANT BROS. & CO.,
24 & 26 E. Second South St
☞ Telephone No. [illegible]

ESTABLISHED 1853. ESTABLISHED 1869.
JOSEPH E. TAYLOR,
Pioneer Undertaker of Utah

Manufacturer and Dealer in all kinds of
METALLIC, WOOD AND CLOTH COVERED COFFINS AND CASKETS.
Full line of COFFIN FURNISHINGS kept constantly on hand.
Telephone and Telegraph Orders promptly Filled.
Bodies preserved in their natural condition, without extra charge.
☞ OPEN DAY AND NIGHT.
Factory and Ware Rooms, No. 253 E. First South Street,
One and a half blocks East of Theatre
Telephone No. 70.
☞ Keeper's Office in same building.

GO TO THE
Workingmen's Clothing Store!
MEN'S and BOYS' CLOTHING
AND FURNISHING GOODS.
Children's Clothing a Specialty
W. LONGMORE,
26 W. First South Street.

NEW YORK TRADE.

ROYAL
BAKING POWDER
Absolutely Pure.
This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitudes of low test, short weight, alum or phosphate powders.
Sold only in cans. ROYAL BAKING POWDER Co., 106 Wall Street, New York.

BRINCKERHOFF, TURNER & CO.,
109 Duane St., New York.
Manufacturers of and Dealers in COTTON SAIL DUCK, "Woodberry," brand Mills "POLHEMUS" and other favorite brands, all numbers—Hard, Medium and Soft.
DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY
COTTON CANVASS of all numbers—14 to 120 inches wide, for Deck, Car, Trunk and Wagon Coverings, Machine Aprons and for other purposes, constantly in store and made to order.
Agents for U. S. Bunting Co., "Standard" and "Eagle," by the Case or less quantity
These Goods can be obtained at Z. C. M. I.

USE THE
PAN HANDLE CARPET WARP
WHITE AND COLORED.
THE BEST in USE.
Z. C. M. I. SOLE AGENTS. Can be obtained at all their branch stores throughout the Territory. d&s alt

SAPONIFIER
Is the Old Reliable Concentrated Lye for making Hard Soap. The Only Pure Lye packed in a can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Ask your grocer for SAPONIFIER, and take no other.
SAPONIFIER CO., Philadelphia.
PENN'A SALT MANUF'G CO.,

BANKS.

DESERET NATIONAL BANK
SALT LAKE CITY.
PAID UP CAPITAL, - - $200,000.
SURPLUS, - - - 200,000
H. S. ELDREDGE, President,
FERAMORZ LITTLE, Vice Prest.,
JOHN SHARP,
WM. W. RITER,
J. A. GROESBECK,
L. S. HILLS, Cashier,
AS. T. LITTLE, Asst. Cashier.
} DIRECTORS
RECEIVES DEPOSITS PAYABLE ON DEMAND.
Buys and Sells Exchange on New York, San Francisco, Chicago, St Louis, Omaha, London, and principal Continental Cities.
☞ Makes collections, remitting proceeds promptly.

PIONEER
PATENT ROLLER MILL CO.
Mill: No. 53 North Temple Street, East. Office: 21 South Temple Street, West
BRANDS:
HIGH PATENT,
BAKER'S No. 1.
PERPLEX WHOLE WHEAT FLOUR.
HIGHEST CASH PRICE PAID FOR WHEAT
Mill Telephone No. 171. Office Telephone No. 257.
ELIAS MORRIS, Supt.

PHYSICIANS,
MINISTERS, VOCALISTS, PUBLIC Speakers and the professions generally recommend SATA ABIE as the best of all medicines for all diseases of the THROAT, CHEST, LUNGS.
☞ BEWARE OF IMITATIONS.
See that the trade mark SANTA ABIE is on every bottle. Satisfaction guaranteed or money refunded by all druggists.

BETTER THAN GOLD
CARLEY'S
LUNG RESTORER
SANTA ABIE
THE
KING
OF
CONSUMPTION
$5000 REWARD—$5000
For a better or more pleasant remedy for the cure of Consumption, Coughs, Asthma, Cramp, Whooping Cough and Bronchial Troubles than SANTA ABIE, the California COUGH CURE. Not a Secret Compound. Pleasant to the taste and death to a cough.

CALIFORNIA
CAT-R-CURE
CAT-R-CURE,
THE ONLY GUARANTEED CURE
FOR CATARRH, COLD IN THE HEAD. Hay Fever, Rose Cold, Catarrhal Deafness and Sore Eyes. Restores the sense of taste and smell, removes bad taste and unpleasant breath, resulting from Catarrh. Easy and pleasant to use. Follow directions and a cure is warranted by all druggists. ABSINTINE MEDICAL COMPANY, Orville, Cal. Six months' treatment for $1; sent by mail for $1.10. For sale by all druggists. Send for circular.
MOORE, ALLEN & CO., Wholesale Depot for Santa Abie and Cat R Cure, [illegible]

GENERAL NEWS.

Health-Seekers Taking Largely to California.

SOUTH FRANCE STILL QUAKES.

America Did Not Steal England's Designs.

FEW POINTS FROM WASHINGTON.

THE COMMERCE LAW—THE BIG DEAL—SMART TACTICS, ETC.

By Telegraph to the NEWS.]

He Denies—California as a Health Resort.

SAN FRANCISCO, March 11.—The dispatch from Chicago containing the statement of Mr. Webster, of Armour & Co. that the firm had decided not to contract for cotton seed oil mills at various points throughout the South, and that the firm had arranged with the cotton seed oil mills to furnish them with oil, was shown by an Associated Press representative to Phil. D. Armour to-night who is here on a pleasure trip. He stated in answer to the question that messages had passed between him and Mr. Webster regarding the matter, and ended by saying: "Mr. Webster can be credited as authority on matters concerning our interests."

Referring to the wheat market at Chicago Mr. Armour said the firm was not taking any active part in wheat transactions, but was carrying some wheat simply in the capacity of bankers. With a smile he added: "I did deal in wheat in my younger days, but I have since reformed and have ceased to

BE A SINNER."

Mr. Porter, of a Chicago firm of commission merchants, speaking of the natural prosperity of California, expressed surprise at the extent to which tourists and immigrants were coming into California. He referred to the effect this was having in Florida, saying: "California people have no idea how much they are profiting, to the injury of Florida. I have had good opportunities of knowing this from actual observation. I know that the greater part of the travel which in the past has gone to Florida in the winter, has this year come to California."

This is confirmed by actual conditions throughout the State. Every hotel is filled to the utmost capacity not only in this city, but in Los Angeles, San Diego, and many other places in the State.

Another Earthquake.

NICE, March 11.—A fresh shock of earthquake was felt here at 2:50 o'clock this afternoon and created a panic among the people. The vibration traveled from northeast to southwest.

LOUDON, March 11.—At Montone yesterday, the shock was the most violent since that of February. The walls of many houses were again cracked and the mirrors were smashed. Visitors are again carrying away from Mentone and the residents are camping out in the open air.

At Monte Carlo the shock caused a panic in the gambling rooms. The tables shook violently and the players fled in dismay.

Becoming Serious.

CLEVELAND, March 11.—The strike of the switchmen on the New York, Pennsylvania & Ohio Railroad is becoming serious. This morning the freight brakemen and conductors refused to take the trains made up by the green hands and all the men along the line are said to be on the eve of quiting work until the trouble with the switchmen is adjusted. For several days past occasional freight trains have been made up and sent out, but to-day nothing can be done and the prospects are that the road will soon be blockaded.

AMERICA EXONERATED.

The British Naval Designs were Not Taken by Us.

LONDON, March 11.—Lord George Hamilton, first lord of the admiralty, stated in the House of Commons this afternoon that no charge or allegation had been made by any admiralty official against the American legation in London or directed against any American newspaper, in connection with the recent scandal.

WASHINGTON, March 11.—Secretary Whitney to-day furnished a statement touching the method employed by the navy department to procure plans for naval vessels and machinery. Concerning the reported discharge of draughtsman Terry at the Chatham dock-yard, England, he says:

"THERE IS NO TRUTH

in any statement which connects the navy department with anything clandestine in the way of obtaining plans abroad or the secrets of foreign governments. It is the business of every government to know what implements of war are possessed by others, together with their characteristics, and the information can be easily obtained if the necessary trouble is taken, without the necessity of resorting to any questionable methods."

Relative to the purchase by the department of designs made by chief constructor White of the English admiralty, Secretary Whitney says that White was not the chief constructor of the admiralty when he made and the department purchased the designs, but was in the employ of Sir William Armstrong & Company. The secretary quotes from Secretary Chandler's annual report of the high commendation of the firm. He then

PROCEEDS AS FOLLOWS:

"After the construction of the *Esmeralda*, they built the *Naniwa-Kan* for the Japanese Government, which was an improved *Esmeralda*, and on her trial she was reported to have made nearly nineteen knots, the highest speed then reached by any unarmed cruiser. I decided to purchase the working drawings of this ship and her machinery for the purpose of placing them before our naval architects to see by what method they attained so much greater speed over there than we were able to reach here. While the matter was being negotiated, the Armstrongs through their naval architect, Mr. White, made a still later design, which is called 'No. 27,' which they offered in competition to the Spanish government to which they guaranteed either 19 or 19½ knots speed (I forget for the moment which), the vessel being somewhat larger than the *Nanfoe-Kan*. This design was not rejected by the Spanish government, although in competition it did not win. The Thompsons having agreed to guarantee

TWENTY KNOTS

speed upon a boat of larger displacement, were given the contract and are now building the boat for the Spanish government. The boat which the Thompsons proposed to the Spanish government was out of question for us, because it was too large in tonnage and too expensive to come within the limits fixed by the statutes, and I should not have bought the plans of that boat even at the same price they were offered to us at. The price ($50,000) at which they were offered I rejected and preferred the design of Armstrong and Mr. White. I finally closed the contract for the plans of two boats, the *Nanfoe-Kan* and what is known as *No. 27*, for $35,000, less than it would have cost to make them with our own men, I think. It was for the purpose of laying before our people the very latest improvement in the way of a fast cruiser of a concern supposed to be the best constructors in the world among private ship builders of this class of boats.

THE MACHINERY

of the *Naniwa-Kan* was the design of the Hawthornes, and that of *No. 27* the design of Messrs. Humphreys and Tennant, recognized as concerns ranking with the highest in England in the way of marine machinery. After these plans had been received here, I was frequently applied to by our ship builders to let them have copies. It was the first time that detailed working drawings had been had of an entire ship and it then occurred to me that it would be an excellent plan to reproduce the machinery of these two vessels in two of the five ships that we were about to build, and this cause was earnestly urged upon me by the ship-builders who examined the plans. Letters had been written to me to that effect by Roach's expert, Mr. Faron, by Harlan & Hollingsworth, Cramp & Sons, and the Union Iron Works of San Francisco. This was the course finally adopted by me. Many of the arrangements of the ships have been changed, conforming them to our types. But the machinery will be duplicated in two of those that are now

UNDER CONTRACT.

The effect has been, in my judgment, to call the attention of our people to the fact that we have not kept up to the proper standard in the way of producing power for the machinery. In the case of the *Boston* and *Atlanta*, the guarantee of the contractor is that with 664 tons of machinery he will produce 3,500 horse power. The guarantee of the contractor in producing the *Naniwa-Kan's* machinery is that with 710 tons he will produce 7,000 horse power, and in the case of Cruiser No. 2, also foreign machinery, the guarantee is that with 950 tons 9,000 horse power shall be produced. It will be seen that the effectiveness of the machinery in producing horse power, is nearly twice that required by the contract upon the *Boston* and *Atlanta*. In these latter cases, one ton of machinery is guaranteed to produce a little over five horse power, and in the case of Cruisers No. 2 and No. 3, each ton is guaranteed to produce nearly ten horse power. All this it will be seen is stimulating to our own people, and in the end they will probably succeed in doing as well, or better than these results show."

THE SECRETARY

characterized as ridiculous the idea that the department's advertisements, soliciting the submission of designs, can be regarded as an attempt to bribe foreign naval officers, and on this point he says:

"The advertisement simply copied a statute passed in 1882, which provided that before any of the vessels hereby authorized shall be contracted for or commenced, the Secretary of the Navy shall by proper public advertisement and notice write all the engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam engines, boilers and ordnance, having or controlling regular establishments, and being engaged in business; all officers of the navy, and especially all naval constructors, steam engineers and ordnance officers of the navy to submit designs.

THIS ADVERTISEMENT

was written in the form in which it has always been put out and which the law indicated. It was published in England and France in order to bring it to the attention of the persons referred to by the law as engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam engines, boilers and so on, and had no reference whatever to any naval officers abroad. It would have been, of course, absurd to publish such a thing if that had been the intention. The advertisement was a copy of one which had been inserted before and which was in accordance with the statute."

Washington Notes.

WASHINGTON, March 11.—The Secretary of the Interior, in the case of Leander Scott vs. the Kansas Pacific Railroad, has decided to adhere to the present system of adjusting the limits of grants for railroads.

The circulation of standard silver dollars is now $57,214,510 out of a total coinage of $206,471,647.

The silver certificates in circulation amount to $123,280,392, deducting which leaves $25,966,745 net standard dollars in the treasury.

The gold coin and bullion in the treasury less $10,103,005 certificates in circulation, amount to $175,284,477.

In conversation with an Associated Press reporter to-night as to the possibility of a

FINANCIAL PANIC

resulting from the accumulation of a surplus in the treasury after all the payable bonds are called, Treasurer Jordan said he saw nothing in the present situation which was at all likely to cause a panic. There was nothing in the situation to excite such fears. Should a panic occur, however, Jordan said the government had full power to go into the market and buy bonds in order to relieve the financial strain. Although he could not, of course, speak for the administration, of which he would soon cease to be a member, he had no reason to suppose this resource would not be applied, as it had been with success on other occasions. The only trouble he apprehended was the pressure for small currency and this pressure was being felt even now, and in his opinion would continue until about the 10th of April. The government was meeting this demand as fast as possible, but could never supply it as fully as desired. At this season of the year there was always a demand for

SMALL CURRENCY,

and the treasury was unable to issue silver certificates as fast as called for. This was owing to no want of provisions on the part of the treasury department, but to the failure of the deficiency bill, which appropriated money for the issue of silver certificates. The department had ample facilities, but not sufficient money for the purpose. There was no reason for alarm, however, it was simply the spring demand for small currency, and there were about $47,000,000 of five-dollar and ten-dollar gold coins in the New York sub-treasury alone, and about $1,000,000 more small money available with which to meet any such emergency. The department would supply silver certificates as far as possible, and any additional demand would simply entail on the banks the difference in cash between the transportation of silver certificates and other currency.

THE INTER-STATE LAW.

Trying to Settle Down to its Provisions.

WASHINGTON, March 11.—The committee of the southern passenger agents' convention, which adjourned here recently, has decided upon the general national drill rate for all travelers. Under the inter-state commerce law, it is understood they cannot make discriminations in favor of persons, so the committee has decided to give cheap soldiers' rates to citizen travelers also. Three-quarters of one cent per mile is the rate fixed, for parties of not less than twenty-five in one party. This rate, which applies to citizens and soldiers, is the lowest ever given for similar purposes, being about one-half that given to the New Orleans Exposition.

NEW YORK, March 11.—The presidents of the

TRUNK LINES

met this afternoon at Commissioner Fink's office. President Roberts, of the Pennsylvania Company, presided.

The passenger agents' committee report was adopted with slight amendments.

The report of the freight agents' committee was opposed.

It was decided that as one-class tickets to points west as far as Chicago should be retained, on all other routes second-class tickets will be abolished. It was felt that there are many people who lived in cities on the east coast who could not afford to pay first-class rates and were willing to accept inferior accommodations in consideration of reduced fare, and that it would be an injustice were the cheap rate abolished. Emigrant fares will remain the same as at present for tickets sold in Europe, but

NO DISTINCTION

will be made on tickets sold on this side. Cheap fares only apply to westbound tickets.

The committee's recommendation in regard to excursion tickets already purchased were approved.

The agents' commission will be abolished.

The *Tribune* has the following additional points in regard to the matters agreed on by the railroad meeting at Commissioner Fink's office in relation to passenger traffic under the inter-state law: Mileage tickets are abolished. Ministers are to be allowed reduced fares. Excursion tickets are defined to mean round trip tickets, sold at a reduced rate to a person who, under conditions, desires to make a journey within a given time to a given point and return, and the

INTENTION OF THE LAW

is taken to be that all questions of restriction, limitation, place and fares are to be left to the discretion of the railway companies respectively.

Free baggage is allowed of 150 pounds on each full first or second-class ticket; 75 pounds on each half ticket and 100 and 50 pounds respectively on each full or half emigrant ticket. Baggage in excess of these allowances up to an absolute limit of 250 pounds (except ship immigrate) is to be charged not less than 12 per cent of the lowest unlimited first-class fare. No commercial luggage, musical instruments, organs, pianos, donkeys, horses or theatrical scenery will be transported as free baggage and all excess baggage orders and permits are to be withdrawn from sale. When

JOINT TARIFFS

for through fares are established or where two or more connecting roads are concerned as parties to a joint tariff, neither can make any change except after formal notice to the other parties.

Different fares for through and competitive business are to be established by consultation and agreement. Under the section referred to the long and short haul, we understand that the law deals with fares in the aggregate and that the proportion on a through fare need not of necessity control local fares. In the case of greater charges for a short distance by reason of the competition of water lines or otherwise, your committee believe that they

HAVE NO RIGHT

to permit such fares to continue or to be made without the authorization of the national commission.

Traffic in connection with the Pacific Coast routes, eastwardly, may be taken at 28 per cent of the through rate as the proportion of Chicago to the seaboard, as heretofore, with a minimum of 20 cents from Chicago to New York, provided that the transcontinental roads do not charge more from any point east of the Pacific Coast to any intermediate points west of the Atlantic seacoast.

A Still Hunt.

CHICAGO, March 11.—An important move was made to-day in the prosecution of the "boodle" county officials. Shortly before noon the assistant of the state's attorney's office accompanied by six city detectives entered the rooms of the county commissioners, where, armed with a subpoena, every record and document belonging to the institution for two years was seized. At about the same moment a similar movement was made at the county hospital and asylum. The papers and books were then taken to the grand jury room for inspection. The entire proceeding was carried on so quietly and speedily that very few of the suspects were aware of what had transpired until after the papers had been taken.

Smuggled Opium.

DETROIT, March 11.—Large quantities of opium have been shipped recently from Detroit in some way. The customs authorities learned this fact. They ascertained that no such quantities had passed through their hands as had been sent out of the city regularly. A careful investigation revealed to them that the opium was being brought to America by way of British Columbia, shipped thence to Ontario, only to disappear and find its way to Detroit. A search for the offenders resulted in the arrest of E. A. West, a temporary resident of this city. West was taken before United States Commissioner Graves this afternoon and held in $10,000 bail to appear to-morrow to answer to the charge of smuggling. The customs authorities say that by smuggling this opium the government has been swindled out of nearly $6,000. The opium was sent out from this city usually to California and labled "glassware," "drugs," etc. On its receipt at Windsor it appeared as Chinese curios.

THE BIG DEAL.

It Is and Is Not Off.

NEW YORK, March 11.—The following statement is made by one of the syndicate who are about to acquire the control of the Baltimore & Ohio:

"President Garrett has granted an extension of time within which to take up the majority of stock, and he will not hold out on technicalities neither regarding the exact terms nor the time. There is no option given to any one person, but a written agreement is in this city giving a certain party the right to buy the stock, and this party, although not named in the contract, is clearly understood by both Garrett and the parties conducting the negotiation. The price is not less than $200, but whether it is more or not I will not say. Garrett will be represented in the syndicate, and Gould will be represented there. The sale of the property when culminated will bring about

THE SETTLEMENT

of the question of the interest of New York city, and the telegraph and express lines will be sold. Sully has the same interest as before in the syndicate and all interests are working in harmony. The negotiations regarding the sale to the Richmond Terminal failed on account of the refusal of the executive committee yesterday to consent to the issue of the additional stock necessary. The stock will be paid in cash, which will either be subscribed at once by the syndicate or issued by the First National Bank, Drexel, Morgan & Co., or Winslow, Lanier & Co., who will issue negotiable certificates for it. The probability at the present, however, is that the necessary cash will be subscribed. The formation of new companies is not contemplated. The securities may ultimately be sold to the Richmond Terminal company but at a higher price than that paid by the syndicate."

NOT OFF.

BALTIMORE, March 11.—A private dispatch received in this city this afternoon from New York says: "The deal is not off and it will be consummated."

The following has just been issued from the Baltimore & Ohio office: "Mr. Garrett's attention was called to the newspaper reports regarding the proposed railway arrangements. He refused to talk further upon the subject, but said whatever arrangements were made would commend themselves to the community of Baltimore and be recognized as protective, wise and valuable to all the interests involved."

It seems generally believed in this city that the great railway deal is practically on, as far as Mr. Sully is concerned, and the reason is given that he was unable to raise the necessary

AMOUNT OF MONEY

in the time given him. But no one can be found to express the opinion that the great scheme is not being hatched. A gentleman known to be in the confidence of Mr. Garrett to-day stated that another and more powerful party had made its appearance, and that the second Richmond would no doubt be victorious.

Austin Corbin is known to be in Washington to-night. Robert Garrett is also there, and it is now probable that they will come together. The result of their interview will no doubt have considerable effect upon the now complicated situation. That Jay Gould has become interested in the scheme, is no longer a matter of doubt and all the money required will be forthcoming. Drexel & Co. and other

WEALTHY FIRMS

are believed to be working with the proposed syndicate, and the Reading and Jersey Central interests are also involved. The details of the deal are in course of preparation, and an early announcement is confidently expected. Sully is not believed to have abandoned hope that his party will win, but it is denied that he is interested in the new scheme. As far as can be learned, the companies interested are to pool their stocks and make an entirely new issue. One gentleman goes so far as to say that three shares of stock in the consolidated concern would be given for one share of the Baltimore & Ohio, but that is believed to be merely conjecture. It is, however, understood that the

NEW DEAL

is to effectually settle the telegraph and express difficulties, and that the B. & O. will not suffer by what concessions they have to make. Rumors are plentiful at the clubs to-night, but everyone seems to be at sea. Garrett is blamed by many for not giving some definite information on the subject, but his friends say he is placed in an extremely awkward position, and that it is impossible for him to do other than keep silent until his plans are more definitely perfected. They have every confidence in his ability to look out for the interest of the company, and do not believe that he will do anything to jeopardize the commercial interests of Baltimore.

The Royal Yachtsmen.

LONDON, March 11.—The Prince of Wales presided to-day at the annual meeting of the Royal Thames Yacht Club. The secretary of the club announced that the money for 1,000 guineas, the principal prize, had already been subscribed in full by ninety members of the club, and that plenty of funds were coming in to make up the several prizes which the club desired to offer for additional races during the jubilee season. The fourteenth of June has been fixed as the date for starting the 1000 guinea race, and the course lead out is from the Nore northward up the east coast of England, around Scotland and Ireland to Dover. The complaint made by an American newspaper that the course includes narrow channels, is unfounded, the only one on the course being the

ENGLISH CHANNEL,

which surely is wide enough for all the competitors of the race. The commanders of the yachts in the race will be permitted to choose any course they please, so long as they keep the mainland on their port side. The full text of the conditions of the great race will be issued within a fortnight. The conditions will include a time allowance according to tonnage on a sliding scale. The Prince of Wales approved the plan of the race and expressed delight at being permitted to co-operate in the jubilee programme of the club. He promised to act as the starter of the race and to enter his own schooner as a competitor. The meeting was a very enthusiastic one, and was attended by all the leading yachtsmen of Great Britain.

Severe Fire.

DENVER, March 11.—An Aspen special to the *Republican* says: A fire broke out in Ryan's block shortly after 11 o'clock last night and the building with its contents were completely destroyed. The losses amount to $35,000. Among the losers are H. Wilcox, grocer, $10,000; A. Lessur, furniture, $3,000; Mrs. Ryan, building and furniture, $4,800; O. J. Downing, building and meat shop, $5,000. The insurance amounts to $8,600. Of this amount $4,000 was carried by Wilcox. There were several very narrow escapes. All the inmates were driven out in their night clothes and two more or less burned.

Headache is overcome by St. Jacobs Oil, the wonderful pain-cure.

Angostura Bitters is known as the great regulator of the digestive organs all over the world. Have it in your house. Ask your grocer or druggist for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons.

No Safer Remedy can be had for Coughs and Colds, or any trouble of the Throat, than "*Brown's Bronchial Troches*." Price 25 cts. *Sold only in boxes.*

DON'T BE IMPOSED UPON
By your grocer with Cheap Soaps; insist on having "Colorado Star" or "Denver Best." These are full weight and pure.

NOTICE.

ALL PERSONS HOLDING ORDERS ON the General Tithing Office, Salt Lake City, are requested to present the same for payment, as said Office is closing up its business.

WM. B. PREETON,
d2t Presiding Bishop.

STOCKHOLDERS' MEETING.

THE REGULAR ANNUAL MEETING of the Bullion, Beck and Champion Mining Company will be held at the Company's Office, Salt Lake City, at 10 a. m. on Monday March 21st, 1887, for the election of officers and the transaction of other business.

GEORGE REYNOLDS,
d10t Secretary.

NOTICE.

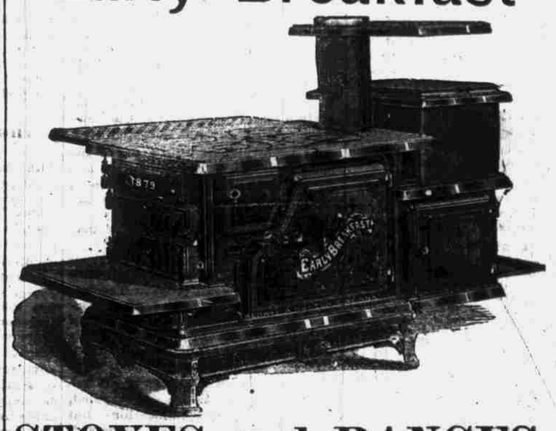
NOTICE TO THE STOCKHOLDERS OF the Salt Lake Dramatic Association is hereby given, that on the 21st day of March, 1887, at the hour of 11 o'clock a. m. at the office of Le Grand Young, 30 s. East Temple street, Salt Lake City, there will be a meeting of the Stockholders of said Association, for the purpose of electing Directors to serve for the balance of the year ending October 29th, 1887.

DAVID MCKENZIE,
Secretary.
Salt Lake City, March 10th, 1887.

ELY'S CREAM BALM
Cleanses the Head. Allays Inflammation. Heals the Sores. Restores the Senses of Taste, Smell. Hearing. A Quick Relief. A Positive Cure.
Applied into each nostril and is agreeable. Price 50 cents at Druggists; by mail, prepaid, on receipt of price. Circulars free. ELY BROTHERS, Owego, N. Y.

DUNFORD'S
Holiday Announcement!
We have now ready for your inspection one of the BEST SELECTED STOCKS OF
HOLIDAY
Boots, Shoes, Slippers, Hats and Caps,
TO BE FOUND IN THIS CITY!
We wish to call your particular attention to our lines of
Ladies' and Gents' $2.50 and $3 Shoes.
You will find them FIRST CLASS in every respect.
OUR STOCK OF
Ladies' and Gents' Slippers
Is Complete in KID, GOAT, VELVET, BEAVER CLOTH and FELT. We invite inspection.
A NEW AND COMPLETE STOCK OF
HATS and CAPS,
JUST RECEIVED, ALL STYLES AND QUALITIES.
OUR LINE OF
CHILDREN'S HATS AND CAPS FOR THE HOLIDAYS
IS IMMENSE!
☞ *Our Goods are First Class and Prices Reasonable. Please Call and Examine at*
DUNFORD'S. 124 Main St.

P. W. MADSEN & CO.
"Early Breakfast"



STOVES and RANGES.
FAULTLESS HEATERS.
☞ ALL SOLD, FULLY GUARANTEED. ☜
Tin, Granite Iron Ware & Stove Trimmings in Endless Variety.
39 to 41 E. FIRST SOUTH ST.,
SALT LAKE CITY.
☞ *Mail Orders Receive Prompt Attention.* ☜ P. O. Box 1021

1860. ESTABLISHED. 1860.
CALDER'S
Music Palace!
Largest and Best Stock of MUSICAL MERCHANDISE West of Chicago!
PIANOS!
STEINWAY, CHICKERING, STECK, CHASE AND HARDMAN,
the most Eminent Makers of the day.
ORGANS!
WORLD RENOWNED
Mason & Hamlin,
CHASE, AND WHITNEY.
We carry everything necessary for the conducting of a
FIRST CLASS MUSIC BUSINESS.
We Guarantee all Goods, and defy competition in QUALITY and PRICES.
☞ NOTE THE ADDRESS:
45 & 47 First South Street,
NEXT TO DINWOODEY'S FURNITURE STORE.