

EVENING NEWS.

PUBLISHED DAILY, SUNDAYS EXCEPTED, AT FOUR O'CLOCK.

PRINTED AND PUBLISHED BY THE DESERT NEWS COMPANY.

CHARLES W. PENROSE, EDITOR.

Tuesday, August 30, 1881.

EDITORIAL NOTES.

It is reckoned that lightning only kills one person out of every 24,532. The native mule can kick that record all to pieces. The electric fluid is nowhere.

News of the President is very meagre to-day. A fire in pulse is reported and a further puncture to liberate pus, and that's all. The country is in great suspense.

Stanley, the man who found Livingston, and made such wonderful journeys into the heart of the dark continent, all the world will be sorry to know, is dangerously ill at the mouth of the Congo. He has so little faith in his own recovery that he has made his will.

"The Judge before whom it is to be tried, proposes to disinter the Sprague divorce case." So says the *Omaha Herald*. We think the case is like Christianity, beyond disinterment. The only thing left to prevent its effluvia is to bury it away from sight and smell.

A new York doctor, on being asked by a reporter what was the best thing to do in hot weather, announced, "Keep in the shade as much as possible." No one but a graduate of a medical college would have thought of that, but it is strange that he did not put his prescription into Latin.

It will be seen from our telegraphic dispatches that one of the most terrific tornadoes on record has just visited the South Atlantic seaboard. Port Royal, Savannah and other places suffered severely. The total loss of life and property must be fearful to contemplate. The telegraphic lines are down and full accounts have not been received; but it seems that thirty-five lives were lost and one hundred houses, stores and warehouses were unroofed and some blown down.

A school trustee wants to know who is to pay for furnishing labor, which takes time and labor to gather up, for the census returns. We answer that men of knowledge and position are expected to impart it for the good of the public without any reward other than the general benefit and the approval of conscience. He asks why one man should get pay for compiling and the rest none. The answer is that the man's time and attention are occupied in the business, while the several parties expected to respond, only spend a few hours. We should be willing to do good for our country and cultivate the spirit of patriotism, whether it seems to pay or not.

ANCIENT AMERICAN INSCRIPTIONS.

At a meeting of American scientists held in the Grand Hotel, Cincinnati, August 19th, a paper was read by Major W. S. Beebe, of Brooklyn, on the decipherment of inscriptions taken from the mounds of Ohio and Iowa. The subject was illustrated by photographic slides, and descriptions were given which will be of interest to most of our readers.

One of the topics of consideration was the Davenport plate, so called from being found at Davenport, Ohio. Two pieces of slate were exhibited by Rev. Mr. Glass, one of which was covered with characters on both sides and the other on but one side. The slate inscribed on but one side bore on its surface a series of concentric circles. Between the outer two of these were twelve equidistant signs, presumably the zodiacal signs. The whole slate had two perforations on one of its edges. These were supposed to have been made for the purpose of suspension. We are of the opinion that the perforations were made for the purpose of admitting rings to bind it with other slates in the form of a book, as the plates obtained by Joseph Smith were perforated and held together.

About two years after the finding of these slates, in digging gravel in an old river bed at Piqua, Ohio, the man at work examined a terra cotta tablet, on one face of which was a series of characters, evidently letters. The succeeding day another terra cotta tablet was found, on which were letters similar to those on the first. On both of these tablets the letters were arranged in horizontal lines, and in four of these lines they were, in each case, six in number. In the fifth and remaining instance there were five, but this arrangement was some distance from the group first mentioned, which were in both cases written in couples.

These tablets were purchased by a gentleman named "Whitcomb" of Piqua, and presented to the Smithsonian Institution. Major Beebe says, according to the Cincinnati *Gazette*:

"These groups of six each, when separated into alternate threes and read right to left respectively, are the names of the eight zodiacal signs of the Davenport plate, excepting Capricornus, Aries, Cancer and Libra, which four signs are represented by four initial letters on the back of one of the Piqua tablets, and which representing the north, west, south and east respectively, and corresponding to the Tropic of Cancer, or world holders, as they were called, and to which a peculiar importance is attached. The most important detail of this identification is that the forms of the letters are almost precisely those that occur about the Mayan and Aztec phonetic values have been recently determined by Alois Hens in his standard work on the classification of old Spanish coins. But should change in the President's condition, physicians doing and members of the President's family retired."

In the old. Major Beebe claims to have traced each form of letter to a corresponding American picture symbol, in which the same significance is shown in both European and American forms. Having fixed the significance of these letters, he has, he says, deciphered the inscription on the stone tablet. The letters, Cr, k, m, u, and, West Virginia, and that on the Piqua stone. In all these cases the names deciphered are certain stellar constellations, and in the case of the slates and table, which are perforated, were probably in the nature of a harm.

In the case of the Penobscot slate, the inscription is read with the edge of the slate up, the remainder with the edge down, and this inscription is, probably, had reference to some rite or species of divination in which the slate played an important part. A very significant feature is a large letter, which the names read on the slate, and which held with the edge up and down, have been preserved with the change of position. The letter is an Esquimaux letter in North-West America, as the names of the letters of good and evil respectively, whereas the letter was found at Penobscot, N. J. The generally prevalent idea as to the relation of the Esquimaux and pre-glacial man makes this incident peculiarly suggestive.

These relics are interesting to students of the Book of Mormon, as outside evidence that the former inhabitants of this land had a literature of their own, and inscribed on various objects and substances ideas and sentences in symbolic or hieroglyphical characters, also that there was a philological connection between that people and the inhabitants of the eastern continent. All of which is set forth plainly in the Book which the Prophet Joseph translated "by the gift and power of God," from the plates that he obtained from the hill Cumorah.

HOW MUCH HISTORY IS MADE.

Dr. Russell, commonly called among newspaper men "Bull Run Russell," wrote a series of letters some years ago to the *London Morning Post*, which were freely copied into American journals and made quite a stir. They were full of "blood and thunder" sensations narrated as facts, and gave accounts of shootings and robberies and frightful crimes committed on the American frontiers, conveying ideas of border ruffianism not at all flattering to the civilization of this country.

It now appears that most of these terrible stories were stuffed into Russell when he was warmed up with "Hot Scotch," by practical jokers of the company in which he traveled, who manufactured the stories out of "devilment," and for the purpose of filling the Dr. with the material he was hungry for. This is now being exposed at Russell's expense, and many a laugh is evoked at the noted correspondent's gullibility.

But Bull Run Russell and the readers of his stories were no worse victimized than are many visitors to Utah and those who read their contributions to anti-Mormon literature. Any stranger who comes here with an appetite for the marvelous, on the lookout for something of a blood-curdling nature, and with a nose sensitive to nastiness, will find persons here ready to stuff him full of as great inventions as ever Russell gulped down and spread out for the reglement of the British public.

Some of these persons do this out of malice, others for what they think is fun. Antidotes of Danites, Destroying Angels, women forced to marry, property taken from deluded victims, hair-pulling and other domestic diversions, mysterious ceremonies, licentiousness, rebellion, sedition, treason, serfdom, etc., are trumped up and repeated to eager ears, while the open-eyed and gape-mouthed victim takes it all in, after making notes frequently together in Russell fashion, for the delectation of others of like palate. Often people are pointed out in the streets of this city as heroes or heroines of the clear fiction invented for the stranger's wonder, and the startled fellow can tell his friends that he knows it is true, for he has seen the parties who figured in the deed. Innocent men, some of them "Gentiles," have been indicated as the chief actors in most awful deeds of "Mormon" villainy, and ladies who were never married at all, as the victims of polygamous oppression.

Such deceptions as these are likely to occur while tourists are ready and anxious to hear something marvelous, or do not seek for information from authentic sources. They gain their ideas of "Mormonism" from anti-Mormon literature, and of the "Mormons" from persons interested or amused in leading them to a great deal of what is called history is made up of just such untrustworthy stuff as Russell's stories on American frontier life, and the tales and foolish stories that are manufactured about the "Mormons."

BY TELEGRAPH.

FOR WESTERN PEOPLE'S EXAMINATION.

AMERICAN.

THE PRESIDENT'S CONDITION.

OUR AFTERNOON DISPATCHES.

An Answer Scolding.

WASHINGTON, 11 p.m., 29.—Up to 11 p.m., the President's marked improvement continues unabated. Confidence is fairly justified. The only uneasiness has been on account of a high temperature in the night, which the physicians say is due to pain in the gland. The gland is unusually troublesome to-night. It is an angry looking swelling, but circumscribed and might be one. Granulation of the original wound began again this evening—a very favorable symptom. No excitement to-day—hope is strong as despair was on Friday and Saturday.

The Cooling Apparatus.

Washington, midnight.—Everything about the White House is quiet. There has been no change since 10 o'clock. The Jennings' apparatus kept working until about that hour, the President having complained of excessive heat. The temperature is reported to have decreased to 100.5. Miss and Woodward watch tonight.

All Quiet.

Executive Mansion, 1.30 a.m.—Everything quiet in the sick room with no indications of any unusual change in the President's condition. Physicians doing and members of the President's family retired."

About the House.

Executive Mansion, 8.30 a.m.—

The President slept the greater part of the night, awaking at intervals and retaining the "Royal" nourishment administered. The general condition this morning is about the same as at the same hour yesterday. Pulse 102, temperature 99.5, respiration 18.

Signed: Bliss, Barner, Woodward, Reynolds, Agnew.

Pyæmia Was the Symptom.

New York, 29.—Dr. Bliss having been asked if any person during the war, who suffered from pyæmia, had ever recovered, promptly said: "The case of the President is not one of pyæmia at all, but septicæmia, and many such have recovered. In fact I am myself an instance. He has had septicæmia, and I do not consider his symptoms were ever those of pyæmia. In the case of genuine pyæmia there are multiples of abscesses, peculiar sweetened breath, temperature very high, cold limbs with anxious countenance, and the patient restless, with great constitutional disturbances, all of which are different from the symptoms in this case. There must be a definite line somewhere, if we are going to use the terms septicæmia and pyæmia. I say, however, that if the President's case is one of pyæmia, then we will show you a case of pyæmia in which the patient got well."

A Revolutionary Belief.

New York, 30.—The oldest house in the city, Washington Hotel, 1 Broadway, has been sold to make room for a ten story business structure. The building was the British headquarters during the Revolution, and from there Major Andre was sent on his plot as a spy, which cost him his life.

Warning to Those Who Go Down.

And Those Who Go Up in Ships.

O'Donovan Rossa, in the *United Irishman* of this day, will publish the following: The first of September is now at hand. We are told that from that date the Irish people in England and Ireland will take such measures to attack all ships sailing under the English flag as will render it perilous to travel on such ships. We believe whatever we are told on that subject, and as far as our words can reach we deem it well to tell all traveling people, it is our opinion that it is not advisable to patronize ships sailing under the English flag. SEACHAIN. American and Irish papers, please copy.

A Monumental Mountain.

The following official action was taken a day or two ago: The selection of the town of Franconia, Grafton County, State of New Hampshire, by virtue of the customary powers of boards of selectmen in regard to the naming of streets and public places, do hereby give the name of Mount Garfield to a mountain situated in said town, which has heretofore been known as Haystack Mountain, the next adjoining Mount Lafayette, in the White Mountain Range, in token of the public respect and sympathy for the Honorable James A. Garfield, President of the United States.

A Terrific Tornado.

The World's *Mail*, Ga., special says: A terrific tornado swept from the northeast on Savannah on Saturday at dark. In a few minutes the city was in darkness and parks, streets and squares were impassable by falling trees and houses. Every living leading out of the city was precluded, fully 100 dwelling houses and warehouses lost their roofs, and many had their walls blown in. One house containing six persons was blown in to the river and five persons were drowned. The total loss of lives is probably 35 persons were killed. Ships in the river broke from their moorings several were wrecked and a number damaged. The steamer *City of Macon* sailed for New York a few hours before the storm broke, and much anxiety is felt for her safety. She had on board W. M. Wadley, president of the Georgia and Central Railroad. On Tybee Island, Savannah and Coney Island, nearly every house was blown away. One house took fire after it fell, consuming Mrs. Georgia Wolfe, her child and her little brother. Other deaths and injuries are reported at various river resorts. In Savannah depots, wharves, elevators and large buildings suffered great loss. The Savannah *Morning News* building was unroofed, and the printers set up the paper in six inches of water. Beautiful trees, for which the city is noted, are greatly damaged, and Bona Venture is in a sad plight. Business is paralyzed, and over \$100,000 loss has been incurred. It is estimated that the city is a storm, the ferryman could not convey passengers across the river. The passengers gathered in the Ferry House awaiting the moment of the storm, when the house was carried away by the high tide. Seven bodies were recovered to-day. The number actually drowned is uncertain, but ranges from 20 to 30. One washer and one dredge, in the Coosaw Mining Company, in Coosaw River, were sunk. No lives were lost. Considerable damage was done to the wharves and lighter of the company. No mention of the loss of life at Port Royal Ferry is made in the *Beaufort* letters dated yesterday. The wires are still down.

Augusta, Ga., 30.—A terrific hurricane visited Savannah on Saturday night. The violent storm, which wind was about 50 miles an hour. Early in the evening the signal service office was unroofed and the instruments destroyed. The roof of the roof of the *Morning News* office was blown off and the building flooded. The city exchange was badly damaged. A number of firms on the bay lost heavily by damage to goods. About 50 private dwellings were more or less injured. Sheds on the new wharf of the Baltimore Steamship line were blown down. Several flour and rice mills were unroofed and the contents flooded. A large portion of the city was under water for several hours. The Central R. R. wharves were badly damaged. The public parks were short of their trees and all the carriage injured. The devastation of shade trees was very great. The Georgia infirmary was wrecked and the patients barely escaped. A number were bruised by falling brick and plaster. The German brig *Maria Louise*, Capt. Mink, had her stern badly smashed, the rudder, bowsprit and jibboom broken, her sides were holed. The pilot boat *Mark of the Mist* came in collision with a schooner and sank. The steamer *City of Bridges* had a hole punched in the side. A house was swept down the river, and three of the occupants, Mrs. Stokes and her two children, were drowned. Mrs. Stokes barely escaped. Engineer Richard Fitzgibbon of the *H. B. Plant*, was drowned. The loss of life among the colored people occupying little huts on the plantations and along the river, was very great. On Tybee Island the house of Henry Solomon was blown down and the ruins caught fire, three persons perished. The family of David Bowers, colored, comprising seven persons, were all drowned. A colored woman and four children were washed away. A steamer, the *Waverly*, was wrecked on the wharf was washed away; two alops were washed down the bluff, and the streets filled with water. At 10 o'clock the water was still rising, the wharf with the cotton compressed, was washed away and part of the railroad track was destroyed. Two negro hands of the Coosaw Mining Company, who were on the wharf, got into the ferry house, ten miles from the

town, for protection, the house was washed away and the men drowned; the only survivor was a boy, a colored pilot boat and the U. S. tug was washed ashore.

Grand Opera House.

St. Louis, 29.—The Grand Opera House was dedicated to-night by the only troupe of high-class entertainers that have been in the city. Speeches and poetry filled up the evening. Joe Emmett was the artist.

A Lull in the Political Storm.

Des Moines, 29.—On account of the President's condition, the Democratic State Central Committee withdraws its appointing of meetings, and a truce to State politics is likely, pending his recovery.

A Victim of the Tornado.

Little Rock, 29.—It is reported here that Joseph Wolf, wife and child, of this city, were killed by the tornado at Savannah. He was a prominent merchant.

"Hot Water."

Chicago, 29.—The Chicago *Times* reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune reporter interviewed Wm. B. Howard, of the firm which is building the new Chicago, Chicago and St. Louis Railroad, and asked him for his opinion as to Vanderbilt's system. He says the stories that Vanderbilt or Gould are backing the enterprise are false. The road is already under way along its line already hearty and spontaneous. The cost per mile will be only \$25,000, as against \$70,000 for the old line. The new line will be only \$25,000, as against \$70,000 for the old line.

The Chicago Tribune