THE EVENING PAPER IS THE PAPER OF TODAY. THE MORNING PAPER IS THE PAPER OF YESTERDAY.

Deseret News.

5 O'CLOCK EDITION.

NO. 26 — WEDNESDAY, DECEMBER 21, 1898. SALT LAKE CITY, UTAH. — VOL. XXXII.

RAILWAYS ARE PUSHING

Illinois Central Will Extend Its Line to Omaha.

NEW WESTERN PASSENGER AGREEMENT.

Plan to Place a Scenic Map of All American Railways in the Paris Exposition of 1900.

Chicago, Dec. 21.—The Tribune says: As doubts regarding the Illinois Central's entrance into Omaha have been removed by recent events, the company has begun to make its presence felt in the Union Pacific territory. A number of surveying parties have already been started by the Illinois Central to see the new property recently acquired by control of the Union Pacific, and the end of the road is expected to be reached in South Omaha in a short time. It is considered as a matter of course, at this point, toward a close alliance between the two roads which will give the Illinois Central entrance to Omaha under favorable terms.

NEW WESTERN PASSENGER AGREEMENT.

Chicago, Dec. 21.—A special meeting of the Western Passenger Association will be held Jan. 10 to consider the draft of a new association agreement. This has been prepared by a special committee consisting of Passenger Traffic Manager Nicholson, of the Santa Fe, and General Passenger Agents Sebastian of the Rock Island and Hoopes of the Illinois and St. Paul. The new agreement is understood to be drawn upon stronger lines than the present one, and will, it is hoped, bring the lines into the fold.

NOTABLE RAILWAY EXHIBIT.

Chicago, Dec. 21.—Thirty railroads are represented at a meeting held at the Grand Pacific hotel to consider a proposition made by Chas. H. Vaughan, of New Jersey, relative to the Paris exposition in 1900. The plan suggested is to construct a large scenic map that shall show to the world at a glance the railway system of the world, with its bridges, tunnels and other engineering devices and to show to the spectators the natural features of the surrounding country as the train passes by. Representatives of Commissioner General Peck's office, was present, and said one of the railways could be induced to place the Columbian World exposition model gratuitously give the space required. The representatives of the various railroads present were all in favor of the project, unanimously. It was decided to raise money for the exhibit. A committee was appointed to act with Mr. Vaughan in the matter of securing the co-operation of other railroads in the project and securing the money needed to carry out the idea.

FIRE STATION COLLAPSES.

Several Men and Horses Killed and Injured at Fort Worth.

Dallas, Texas, Dec. 21.—A telephone message just received from Fort Worth tells of the collapse of one of the fire department stations there. Several men and horses were killed and injured.

Killed by a Fall.

Concord, Mass., Dec. 21.—Col. Edward B. Barrett, prominent descendant of a son of American Revolution, was killed by falling from a window of his home here today. He was about 60 years of age.

Big Pottery Trust.

Pittsburg, Pa., Dec. 21.—The work of completing the consolidation of the potteries companies of the United States, to answer as the American Pottery Company with a capital of $17,000,000, is expected to be consummated in New York within a short time.

The Tarrant, of East Liverpool, Ohio, are probably to be president of the new concern, and the central office will be in New York, with branch offices in Trenton, East Liverpool and Pittsburg. It is said that prices will not be advanced, as present prices are profitable enough, but economies will be effected in material, and the profits will be secured by conservation of effort and cutting down the costs of manufacture and distribution.

Moonshiners Killed in Battle.

Hickman, Ky., Dec. 21.—Advices from Mayfield county say that three moonshiners, Jacob Lambert, Oliver Wright and Sam Wright, were killed and several of their comrades wounded in a battle with revenue officers. The officers were not hurt.

Dr. Stebbins Improved.

San Francisco, Dec. 21.—Dr. Horatio Stebbins, who was reported dying of heart failure yesterday, is slightly improved today. There is no immediate apprehension of his death.

Deserter Arrested.

Moberly, Mo., Dec. 21.—Israel McCleary, private, company E, second regular Missouri volunteers, was arrested here today for deserting his command in Manila. The "Signal" Branch of company E, geographic that officers are now en route to Hornet and that McCleary will have to serve a term in the Leavenworth, Kan., prison.

FAILED A MOVABLE OBSTRUCTION.

Verdict of the Injured Massachusetts Dozy Responsibility for the Accident.

New York, Dec. 21.—There is still twenty feet of water in the big dry dock in the navy yard supporting the injured battleship Massachusetts. Two sets of divers worked all day building a cradle which supports the entire bottom of the ship. The cradle is made particularly strong under the frames. The supports had been placed so far back as amidships last evening. Divers had to bend and frame number 14 forward. The keel was so damaged in various ways that it did not touch the keel blocks at all. These facts were brought to the attention of Naval Officers Bowles, but he will not make the final report until the water has been pumped out of the dock. This will not be accomplished today.

The court of inquiry held in Rear Admiral Bowles' office in the court martial room last night. The court consists of Commodore H. F. Picking, president, Captain James Bunch and Captain F. Wainwright. Lieut. H. L. Rigsell is judge advocate.

Captain Noel Ludlow, commander of the Massachusetts, who was the man whose examined, was asked why he had so many feet of low water in order to call he should be absent under a heating at that time, and that he thought it advisable that there was no danger in going out as a target. He said he was in Navy Yard Pilot Bell, he stated that he had Randy Black Pilot Brown on board, as he had heard that he was better versed in the Hook than any other pilot. He wished to avoid an hitch. He testified that the battleship was not forced to change her course at any time in the other trip from the navy yard to Tompkinsville, and she followed the proper channels all the way. Captain Ludlow said he heard that the Massachusetts was going at half speed and with a slow ebb tide when she struck the obstruction, which he believed was movable. Between the battery and Governor's Island, at dusk, the battleship passed the lines of the Staten Island ferry and Catalina, but the ferry boat, he believed, did not cross the Massachusetts's path to cluster her course. Captain Ludlow said that he felt no shock when the battleship struck. Mr. Bowles ended his testimony by stating that he had no complaint to make against either of the pilots or against any of the ship's officers.

Lieut. Potts, navigating officer of the Massachusetts, corroborated the statements of Captain Ludlow concerning the speed, and believes at the time of the accident. He declared positively that the Massachusetts was in the channel at the time. Lieut. Potts also gave it as his opinion that the battleship took no course or operate obstruction and that she dislodged it.

Petty Officers and Lieut. Commander Polhemus also corroborated the testimony of the other witnesses.

The board will meet again and continue its inquiry. The belief prevails among the officials in the yard that neither the pilots nor the officers of the ship will be held responsible for the accident.

STEERED THE BIG BALLOON.

Successful Trip Made by the Aeronauts, from London to St. Germain.

Air-Ship Came Near Going Under While Crossing the Channel—How It Is Steered.

New York, Dec. 21.—A dispatch to the Times from London says:

The Daily Chronicle successfully carried out the long trip from London to the continent in a navigable balloon. For weeks past the aerial balloon in the grounds of the Crystal palace has been awaiting a northerly or northwesterly wind. It started at 11:30 o'clock in the morning. The passengers were Percival Spencer, the famous aeronaut, to whom the balloon belonged, and Lieutenant Sandburg, of the Daily Chronicle staff.

The balloon's cubic capacity is 46,000 feet, and its weight, empty, has not a half hundred weight. The working area of the balloon is 40 feet in diameter, and the aerodrome would accordingly give the space required. The representatives of the various public bodies, numbering about 1,000 people, were present. It was decided to raise money for the exhibit. A committee was appointed to act with Mr. Vaughan in the matter of securing the co-operation of other railroads in the project and securing the money needed to carry out the idea.

FIRE STATION COLLAPSES.

Several Men and Horses Killed and Injured at Fort Worth.

Dallas, Texas, Dec. 21.—A telephone message just received from Fort Worth tells of the collapse of one of the fire department stations there. Several men and horses were killed and injured.

Killed by a Fall.

Concord, Mass., Dec. 21.—Col. Edward B. Barrett, prominent descendant of a son of American Revolution, was killed by falling from a window of his home here today. He was about 60 years of age.

Big Pottery Trust.

Pittsburg, Pa., Dec. 21.—The work of completing the consolidation of the potteries companies of the United States, to answer as the American Pottery Company with a capital of $17,000,000, is expected to be consummated in New York within a short time.

The Tarrant, of East Liverpool, Ohio, are probably to be president of the new concern, and the central office will be in New York, with branch offices in Trenton, East Liverpool and Pittsburg. It is said that prices will not be advanced, as present prices are profitable enough, but economies will be effected in material, and the profits will be secured by conservation of effort and cutting down the costs of manufacture and distribution.

Moonshiners Killed in Battle.

Hickman, Ky., Dec. 21.—Advices from Mayfield county say that three moonshiners, Jacob Lambert, Oliver Wright and Sam Wright, were killed and several of their comrades wounded in a battle with revenue officers. The officers were not hurt.

Dr. Stebbins Improved.

San Francisco, Dec. 21.—Dr. Horatio Stebbins, who was reported dying of heart failure yesterday, is slightly improved today. There is no immediate apprehension of his death.

Deserter Arrested.

Moberly, Mo., Dec. 21.—Israel McCleary, private, company E, second regular Missouri volunteers, was arrested here today for deserting his command in Manila. The "Signal" Branch of company E, geographic that officers are now en route to Hornet and that McCleary will have to serve a term in the Leavenworth, Kan., prison.

FAILED A MOVABLE OBSTRUCTION.

Verdict of the Injured Massachusetts Dozy Responsibility for the Accident.

New York, Dec. 21.—There is still twenty feet of water in the big dry dock in the navy yard supporting the injured battleship Massachusetts. Two sets of divers worked all day building a cradle which supports the entire bottom of the ship. The cradle is made particularly strong under the frames. The supports had been placed so far back as amidships last evening. Divers had to bend and frame number 14 forward. The keel was so damaged in various ways that it did not touch the keel blocks at all. These facts were brought to the attention of Naval Officers Bowles, but he will not make the final report until the water has been pumped out of the dock. This will not be accomplished today.

The court of inquiry held in Rear Admiral Bowles' office in the court martial room last night. The court consists of Commodore H. F. Picking, president, Captain James Bunch and Captain F. Wainwright. Lieut. H. L. Rigsell is judge advocate.

Captain Noel Ludlow, commander of the Massachusetts, who was the man whose examined, was asked why he had so many feet of low water, in order to call he should be absent under a heating at that time, and that he thought it advisable that there was no danger in going out as a target. He said he was in Navy Yard Pilot Bell, he stated that he had Randy Black Pilot Brown on board, as he had heard that he was better versed in the Hook than any other pilot. He wished to avoid an hitch. He testified that the battleship was not forced to change her course at any time in the other trip from the navy yard to Tompkinsville, and she followed the proper channels all the way. Captain Ludlow said he heard that the Massachusetts was going at half speed and with a slow ebb tide when she struck the obstruction, which he believed was movable. Between the battery and Governor's Island, at dusk, the battleship passed the lines of the Staten Island ferry and Catalina, but the ferry boat, he believed, did not cross the Massachusetts's path to cluster her course. Captain Ludlow said that he felt no shock when the battleship struck. Mr. Bowles ended his testimony by stating that he had no complaint to make against either of the pilots or against any of the ship's officers.

Lieut. Potts, navigating officer of the Massachusetts, corroborated the statements of Captain Ludlow concerning the speed, and believes at the time of the accident. He declared positively that the Massachusetts was in the channel at the time. Lieut. Potts also gave it as his opinion that the battleship took no course or operate obstruction and that she dislodged it.

Petty Officers and Lieut. Commander Polhemus also corroborated the testimony of the other witnesses.

The board will meet again and continue its inquiry. The belief prevails among the officials in the yard that neither the pilots nor the officers of the ship will be held responsible for the accident.

STEERED THE BIG BALLOON.

Successful Trip Made by the Aeronauts, from London to St. Germain.

Air-Ship Came Near Going Under While Crossing the Channel—How It Is Steered.

New York, Dec. 21.—A dispatch to the Times from London says:

The Daily Chronicle successfully carried out the long trip from London to the continent in a navigable balloon. For weeks past the aerial balloon in the grounds of the Crystal palace has been awaiting a northerly or northwesterly wind. It started at 11:30 o'clock in the morning. The passengers were Percival Spencer, the famous aeronaut, to whom the balloon belonged, and Lieutenant Sandburg, of the Daily Chronicle staff.

The balloon's cubic capacity is 46,000 feet, and its weight, empty, has not a half hundred weight. The working area of the balloon is 40 feet in diameter, and the aerodrome would accordingly give the space required. The representatives of the various public bodies, numbering about 1,000 people, were present. It was decided to raise money for the exhibit. A committee was appointed to act with Mr. Vaughan in the matter of securing the co-operation of other railroads in the project and securing the money needed to carry out the idea.

FIRE STATION COLLAPSES.

Several Men and Horses Killed and Injured at Fort Worth.

Dallas, Texas, Dec. 21.—A telephone message just received from Fort Worth tells of the collapse of one of the fire department stations there. Several men and horses were killed and injured.

Killed by a Fall.

Concord, Mass., Dec. 21.—Col. Edward B. Barrett, prominent descendant of a son of American Revolution, was killed by falling from a window of his home here today. He was about 60 years of age.

Big Pottery Trust.

Pittsburg, Pa., Dec. 21.—The work of completing the consolidation of the potteries companies of the United States, to answer as the American Pottery Company with a capital of $17,000,000, is expected to be consummated in New York within a short time.

The Tarrant, of East Liverpool, Ohio, are probably to be president of the new concern, and the central office will be in New York, with branch offices in Trenton, East Liverpool and Pittsburg. It is said that prices will not be advanced, as present prices are profitable enough, but economies will be effected in material, and the profits will be secured by conservation of effort and cutting down the costs of manufacture and distribution.

Moonshiners Killed in Battle.

Hickman, Ky., Dec. 21.—Advices from Mayfield county say that three moonshiners, Jacob Lambert, Oliver Wright and Sam Wright, were killed and several of their comrades wounded in a battle with revenue officers. The officers were not hurt.

Dr. Stebbins Improved.

San Francisco, Dec. 21.—Dr. Horatio Stebbins, who was reported dying of heart failure yesterday, is slightly improved today. There is no immediate apprehension of his death.

Deserter Arrested.

Moberly, Mo., Dec. 21.—Israel McCleary, private, company E, second regular Missouri volunteers, was arrested here today for deserting his command in Manila. The "Signal" Branch of company E, geographic that officers are now en route to Hornet and that McCleary will have to serve a term in the Leavenworth, Kan., prison.

FAILED A MOVABLE OBSTRUCTION.

Verdict of the Injured Massachusetts Dozy Responsibility for the Accident.

New York, Dec. 21.—There is still twenty feet of water in the big dry dock in the navy yard supporting the injured battleship Massachusetts. Two sets of divers worked all day building a cradle which supports the entire bottom of the ship. The cradle is made particularly strong under the frames. The supports had been placed so far back as amidships last evening. Divers had to bend and frame number 14 forward. The keel was so damaged in various ways that it did not touch the keel blocks at all. These facts were brought to the attention of Naval Officers Bowles, but he will not make the final report until the water has been pumped out of the dock. This will not be accomplished today.

The court of inquiry held in Rear Admiral Bowles' office in the court martial room last night. The court consists of Commodore H. F. Picking, president, Captain James Bunch and Captain F. Wainwright. Lieut. H. L. Rigsell is judge advocate.

Captain Noel Ludlow, commander of the Massachusetts, who was the man whose examined, was asked why he had so many feet of low water, in order to call he should be absent under a heating at that time, and that he thought it advisable that there was no danger in going out as a target. He said he was in Navy Yard Pilot Bell, he stated that he had Randy Black Pilot Brown on board, as he had heard that he was better versed in the Hook than any other pilot. He wished to avoid an hitch. He testified that the battleship was not forced to change her course at any time in the other trip from the navy yard to Tompkinsville, and she followed the proper channels all the way. Captain Ludlow said he heard that the Massachusetts was going at half speed and with a slow ebb tide when she struck the obstruction, which he believed was movable. Between the battery and Governor's Island, at dusk, the battleship passed the lines of the Staten Island ferry and Catalina, but the ferry boat, he believed, did not cross the Massachusetts's path to cluster her course. Captain Ludlow said that he felt no shock when the battleship struck. Mr. Bowles ended his testimony by stating that he had no complaint to make against either of the pilots or against any of the ship's officers.

Lieut. Potts, navigating officer of the Massachusetts, corroborated the statements of Captain Ludlow concerning the speed, and believes at the time of the accident. He declared positively that the Massachusetts was in the channel at the time. Lieut. Potts also gave it as his opinion that the battleship took no course or operate obstruction and that she dislodged it.

Petty Officers and Lieut. Commander Polhemus also corroborated the testimony of the other witnesses.

The board will meet again and continue its inquiry. The belief prevails among the officials in the yard that neither the pilots nor the officers of the ship will be held responsible for the accident.

IT BURNED THE BOOKS.

Sensational Charges Made in the Standard Oil Case.

SCHEME TO AVOID A COURT'S ORDER.

The Oil Company Accused of Burning a Large Number of Its Books, to Prevent Their Use in Court.

Cleveland, O., Dec. 21.—Developments of a most sensational nature in the Standard Oil investigation came to light today when Attorney General Monnett began taking depositions for the purpose of proving that the Standard Oil company just previous to the issue of the supreme court writ that the books of the company be produced in court, had destroyed a large number of its books.

Upon the strength of the information received by the attorney general from reliable business men, and assurance that it would be proved that the Standard Oil Co. had burned a large number of its books, journals, ledgers and other valuable books, the state arrived quite upon the Standard Oil company that depositions would be taken before a notary in this city today.

During the investigation of the Standard Oil trust before Commissioner Brennan, a few weeks ago, the Standard refused to produce its books in evidence. The matter was taken up in the supreme court, and on November 7 that court ordered the Standard Oil Co. to produce its books covering the period from 1887 to 1892 to show whether the Standard had paid dividends during those years on the holders of the trust certificates.

Decision by the division of the supreme court, Vigil P. Kline, of counsel for the Standard, spent several days in Columbus, and it is alleged that he received information betrayed to an official of the court's order and advised the officials of the Standard accordingly.

Attorney General Monnett expects to be able to prove that the officials of the Standard destroyed their books there or four nights before the supreme court ordered the secretary of the company to produce the books in evidence.

Extending Fastness Station.

Chicago, Dec. 21.—A special to the Daily News from Norfolk, Va., says:

Fortress Monroe, which is usually spoken of as the Gibraltar of America, is to be made even more formidable than now. It is proposed to extend the fortifications at Cape Henry, a mile and a half from Fort Monroe, so that the big guns which now command the entrance to the Virginia capes may also guard the approaches to Washington.

Crushed stone, of which 1,000 tons are used today, will be used mainly for the building of the defenses.

Wounded to Death by Detectives.

St. Louis, Dec. 21.—David Shea, an engineer, who recently committed suicide today in a counter leaper, by shooting himself in the head. In a pathetic letter left by Shea and addressed to the office of the Post-Dispatch, he says he was driven to death by a private detective agency as a result of being wounded in the agency. Shea declares he was under no other way to escape. Himself honestly, and he decided to die.

HIGH DEATH RATE IN HAVANA

Over 15 Percent of the City's Inhabitants Fall Victims to Disease.

More Deaths There this Year than in Boston, St. Louis, Baltimore and San Francisco Combined.

New York, Dec. 21.—A dispatch to the Herald from Havana says:

The American officials and private citizens alike, after a careful inspection of Havana, generally declare the sanitary condition to be gross exaggeration.

It requires a careful inspection to reveal how terrible the conditions now existing really are. Instances of disease exist in the humble rather than in the wealthy quarters of the city, and there is a great deal of misery and suffering which is not generally known.

Facts are revealed in their fullest nakedness only when trained with diagnosis.

General Greene has a clear appreciation of the seriousness of the situation when he first reached Havana, but it is only now, when his staff officers have made their reports, that he realizes the problem that will confront his successor, General Ludlow.

Captain Davis, who has nearly completed his inspection of the hospitals, prisons and public institutions, shows in his reports to General Greene which is condition of affairs is possible existing in no other city in the world—certainly in no other city of the Western hemisphere. Speaking today Davis made the striking comparison:

"Vienna, with a million and one-half people, has been called the pest hole of Europe because of its death rate of three than twenty-five in the thousand. Yet Havana, with less than one-third its population, has more deaths in seven months than Vienna has in twelve. The deaths this year in Havana will outnumber those in Chicago by probably 1,000, and will exceed the totals of Boston, St. Louis, Baltimore and San Francisco combined.

Prince George is in Crete.

Canea, Island of Crete, Dec. 21.—Prince George of Greece, the high commissioner of the powers, arrived at Suda Bay today, escorted by the French, Russian and Italian fleets. He was saluted by the Cretan flag. He was welcomed by immense crowds of people on landing. As soon as the prince was ashore a procession was formed and he came here. The procession passed through the international troops. The prince and his party stopped before the church where a Te Deum was sung. He then proceeded to the government building where the Cretan flag was hoisted and saluted by the warships.

Electrician Electrocuted.

Chicago, Dec. 21.—Among a net work of wires twenty feet above the ground in Brick Crescent, in the rear of 1,000 people, Joseph Hoehlinger, aged 22 years, and so death in sight of several hundred spectators of the corner of Fifty-fifth and State street. For nearly an hour the young man hung in the wires