DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

Friday, March 24, 1893.

CONFERENCE NOTICE.

The Sixty-third Annual Conference of the Church of Jesus Christ of Latter-day Saints will convene in the Tabernacle, Salt Lake City, at 10 o'clock on Tuesday morning, April 4th, 1893.

The officers and members of the Church generally are cordially invited to attend the meeting of the Conference.

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

THE DAY OF PRAYER.

Once more the NEWS urges upon the Latter-day Saints the significance and importance of their properly observing the morrow as a day of fasting and prayer. The address of the First Presidency, published in these columns last Saturday, and subsequent articles upon the same subject, have made all necessary explanations and sufficiently advised the Saints as to their duty. If this latter shall be faithfully carried out; if in spirit and in truth the people shall seek to root out all ill-feeling and resentment from their hearts, asking and granting forgiveness freely for injuries done or sustained; if, in a word, the counsel of the First Presidency shall be taken to heart and conscientiously followed, peace will henceforth flow sweetly into all the borders of Zion, and abide in the homes and hearts of her inhabitants; their offerings of praise and thanksgiving will ascend like a fragrant incense unto heaven; and the harmony and union and love of the Church will prevail mightily in the bringing down of God's choicest blessings upon His Saints.

PACIFIC ANNEXATIONS.

Commissioner Blount, accompanied by his wife and a secretary, passed quietly through the other day on his way to the Sandwich Islands as the representative of the United States government. They arrived in San Francisco on Monday last and proceeded at once to the U. S. steamer Rush, which was in readiness for them. Within about an hour after arrival there they were bounding through the Golden Gate bound for the little inter-Pacific kingdom, so it can be seen that no time is being or is to be wasted; the islands will be annexed or an authoritative announcement that they are not to be annexed made in very short order, comparatively speaking. Whatever protest against or opposition to the scheme Great Britain may intend to make she had better be in readiness for; for if the commissioner's report should be favorable to annexation it strikes us that the thing will be consummated so expeditiously that there will be no time for the "ruler of the wave" to get a hearing.

Speaking of this suggests the steps which the English have taken lately towards extending their dominion in the South Seas. In a recent work we find the following list of islands in the Pacific ocean annexed by England in 1892: Early in the year, the captain of H. M. S. Champion took possession of Johnston Island in the name of his government. This is a small island on the southern edge of the Sandwich Island group; when the Hawaiian secretary of state learned of its annexation by England, he at once entered a protest against the act, claiming the island to be Hawaiian, and adding he had no doubt the British government would immediately give it up as soon as it learned the facts. It is quite superfluous to say it has done nothing of the sort and it would be quite as much so to say that it has no such intention. About the same time, H. M. S. Curacoa annexed three small islands north of Samoa for England. On May 28, Gardner Island, one of the Sandwich island group, lying north of the principal islands, was annexed by the same ship. A landing was not made here because of the dangers of the coast, but the proclamation of annexation was made as close to the shore as a cutter dared to go and two natives were present to listen to it, to one of whom a copy of the document was delivered, along with a Union Jack. On the 24 of June Danger Island, one of the Union group, was annexed by the same ship, in the presence of 500 natives and shortly after Nassau island of the same group. In September the Gilbert islands, an archipelago about 3000 miles to the northeast of Australia, were annexed by Captain Davis of H. M. S. Royalist. This was the most important annexation of the year, as this group of islands contains 25,000 inhabitants, who carry on a considerable trade with Americans and Europeans. The American influence has heretofore been predominant with the king and inhabitants of Butaritari, the main island, and when Davis began his negotiations for the annexation of the group he was told by the king he was expecting someone from San Francisco to come and take charge of it in behalf of the United States. The captain would not be denied, however, and he succeeded in inducing the king to accept a protectorate, which ripened into annexation; and in the same month Ellice Island, lying between the Gilbert and Fiji islands, was placed under the British flag.

With such a record for petty nation stealing we hardly think our English cousins should make themselves too conspicuous regarding Hawaii, no matter what we may do or not do.

OGDEN'S TWO DROMIOS.

Young Mr. "Bob" Lundy, by the grace of the Liberal party mayor of Ogden, is reported as having yesterday opened to a fearful extent that aperture in his face known as his mouth, and uttered therefrom words that were unwise, vainglorious and impudent. The occasion thereof was an investigation into the general qualifications of his pet fire chief, one "Billy" Binford, and more particularly as to the latter's management of the recent disaster that befell the beautiful Utah Loan and Trust building in the Junction city. The published reports of the hearing clearly indicate that "Bob" was anxious at all hazards to preserve the reputation of his friend "Billy," even if he had to devour a newspaper of two to accomplish it, though it is only fair to say that this information comes from the hateful newspapers themselves. The Ogden correspondent of one of the local papers thus introduces Mayor "Bob:"

> Mayor Lundy, during a lull in the proceedings, took an opportunity to demonstrate in bested manner what the newspapers had said regarding the fire, declaring they told lies so persistently about it that they had come to believe them themselves.

Whoever has seen Mayor "Bob" in one of his "heated manners," and knows how he can "denounce" when in that condition, will readily see the cause of the quaking of limb and chattering of teeth on the part of the newspapers. With equal ease will the average reader grasp the biting sarcasm of "disclaimer" as to the repetition of falsehood until the latter actually wears the appearance of truth. But as we understand it the investigation was not set on foot to furnish a holiday display of executive indignation and irony; its object was rather to inquire into "Billy" Binford's fitness for his position. Wouldn't it be well to get back to that starting point? Why not ascertain at once whether "Billy" has any other attribute or the place of chief of the fire department than the humorous fact that he once "ran with the machines" in Denver? For if Mayor Lundy persists in flaunting his fine frenzy instead of digging down soberly into the allegations and charges made, one of these fine mornings a wicked newspaper will be sure to assert that "Billy's" incapacity as fire chief is only less colossal than "Bob's" as mayor. Which of course would be very sad!

CABLE AND ELECTRIC CARS IN ENGLAND.

The English newspapers are beginning to awaken to the advantages of the cable and electric systems for street railways. Heretofore such innovations have not only not been favorably regarded by the steady-moving Englishman, but have been vigorously opposed as dangerous Yankee contrivances. An underground electric railway in South London two years ago may be considered the first blow toward breaking down the prejudice against the system; though it was a long time before the people would give it any amount of patronage and even yet there are many who fight shy of it. The cable railway in North London has been operated along for several years under difficulties of lack of patronage by the public, so that an extension of the system was never made.

At Leeds, the Thompson-Houston company obtained permission to put in a three-mile experimental electric line from the limits of the city out to Roundhay Park, along a route where there was comparatively little traffic. The road was built and has been operated for the past two years so smoothly and perfectly as the best sections of the line in Salt Lake. But the Leeds municipal fathers insisted that steam power was more easily controlled than electricity, and that the electric motor could not see as well as the slow-going horses to avoid collisions in a crowded thoroughfare; so up to the present the electric railway company have had to keep outside of town, because of inability to obtain a franchise within the corporate limits.

In Liverpool, where the dock and shipping officials are in closer touch with America than in other English ports, because of the large amount of ocean traffic, a franchise was given along the line of docks to an overhead railway, to be operated by electricity; but this line was permitted to go no farther than Sefton Park. A portion of it is to be opened for traffic on the first of next month, its operation having been recently tested. The great London newspapers have withdrawn their opposition to the new motive power, and some of them are ardently advocating it for the metropolis. One of them, the *Spectator*, in an article on the Liverpool railway, says:

> In size and power, as well as in the ingenuity of its details, it surpasses the best American models. It extends along the quays of the great line of docks on the Mersey for nearly seven miles. Its carriages are of full size, but arranged like a tramcar, but like the ordinary passenger car in the United States, each being in two compartments and capable of seating fifty-seven persons. Beneath each car is an electric motor from one hundred to seventy horse power, and its speed will be as high as thirty miles an hour. The power is work the trains, and with them the accessories of signals and light, is the same, and generated from a single point on the system. The whole line upon an "overhead railway," or continuous bridge of iron. That is not, however, the essence of an electric railway, though the lightness of electric rolling-gear makes such an arrangement cheap and suitable for the purpose.

The two electrical lines now contemplated are short and confined to the west of London, one being designed to run from Shepherd's Bush to the city and the other across Hyde Park to Paddington. But if the suburban lines could be made to converge at some common point, such as Earl's Court in the west, freeing a city traffic overlayed solely by electricity, the gain in comfort and convenience to the struggling London public could hardly be overrated. Instead of hundreds of steam locomotives, belching gases which do not support life, and seas far injurious to life and adding to the din, which is an almost greater agent in London wear and tear than foul air itself, the traffic would be handsome and handible. The easy stoppage and lightness of the trains are both guarantees of safety, either in preventing or mitigating accidents, and with greater safety secured, the number of trains run would be increased. With such advantages in its favor, it cannot be long before the electrical motor supersedes the steam engine for urban traffic, and the success of the Liverpool railroads will in every sense be London's gain.

Even the staid *St. James' Gazette*, in a recent issue, has a word of approval for the cable-car. It says:

> A large double-decked tramcar gliding along the street at a smart but dangerous pace, without any apparent means of propulsion, is a sight which, however familiar in some provincial towns and in America, is rather new in London. The sensation to the pedestrian who suddenly observes the sight for the first time in the midst of his constitutional is somewhat eerie; and if it is a little more serious and creeping to mass, what must it be for the horses, a good many of which are seized with an urgent desire to pass being a space as possible between themselves and the mysterious machine. It might to be, but perhaps it is not, superfluous to explain that there are cable-trams, and that the sight we have suggested is now to be seen every day between Kennington Church and Streatham Hill, the regular running of the cars having commenced on Monday. Hitherto there is a common way to London has been that at Highgate Hill, which dates from 1906, but somehow the method seems not to have taken the fancy of the London tramway companies—perhaps because they found reason at the initial cost. There is an air coming—one sort of look about a tramcar vacated by cable which is pleasing to the exterior sense. The passengers feelings are no longer harassed by the knowledge that every stoppage means a call to the horse's mouth, nor are the senses of sight and smell violated by the hideous snorting monsters called steam trams.

A CHANCE FOR RECONCILIATION.

The NEWS is in receipt of a communication in which exception is taken to certain comments in a correspondence from Laketown, Rich Co., Utah, which appeared in this paper on the 7th of March under the caption, "Interesting news of doings to and about Laketown." Particular offense is taken at the statements concerning the arrest and trial of a prominent citizen for permitting the overflowing of the street; a trivial controversy it would seem from this distance, and yet one which has evidently created much ill-feeling in that peaceful and beautiful town. Realizing this, and feeling how inappropriate it would be to ventilate in a public print so unfortunate a dispute, the NEWS eliminated the greater part of the first letter, and made use of such part only as seemed to make direct statements of fact. This same motive impels us to decline the second letter altogether. Its excessive length precludes its use in full, and, since a careful reading of it fails to show wherein any misstatement was made in the article to which it objects, a synopsis would subserve no useful purpose. The main complaint appears to be that the first narration didn't go back far enough into the history of the case; that our "correspondent might have explained" thus and so; and that the court and prosecution were too severe, if not, indeed, in error, in the conviction secured. We must be excused from engaging in a wordy warfare of that kind; this, too, with the best of feelings to all concerned and with the sincere belief that the "prominent man" referred to is a good and worthy citizen, and that other means than arrest and fine might well have been sought to remedy the evil complained of.

Our advice to the people of Laketown and all other places where Latter-day Saints ought to be living in harmony and brotherly love is to keep as far away from litigation as they know how; at any rate the less advertising they permit themselves to get out of such business the better. The more we think of the case in point the more we feel like apologizing all round for having given it any notice at all in our columns.

A CONTEMPORARY tries to make out that Mayor Rankin is in a state of volcanic eruption over the NEWS' report that he was attending to the soft homing of the gubernatorial tea. We don't think it is quite so bad as that, though there may be a question as to the amount of venomous employed by him when he says, "Sass, fly!"

A DISPATCH from Tennessee, Mr. Hill by name, is lurking around the White House corridors willing to serve if any office to which his country may call him. There are those who think Mr. Hill ought to be read out of his party.

A WELL KNOWN business man was arrested on State street yesterday for indecent exposure.—*Tribune.*

The poor man was doubtless only limbering preparatory to attempting to swim across the street.

INSTEAD of being decked with garlands and dancing along to the gay warbling of birds, Spring this year comes clattering along on snowshoes and with her warmest earmuffs on.

TEMPLE DEDICATION.

Times and Appointments of Numbers to Govern the Admission of the Saints of the different Stakes of Zion.

Following is a statement of apportionments of the times when the Saints of the several Stakes of Zion will be admitted to witness the dedication of the Temple of the Lord in Salt Lake City; also the allotments as to the numbers of people to be admitted at the different sessions.

This arrangement is based on reports received from the Presidents of Stakes, and has been made with a view to, so far as practicable, suit the convenience of the whole people.

If additions to the numbers already at hand are hereafter reported, such extra contingents will be placed at the foot of the list. This must necessarily be done in cases of this nature, as additions could not be introduced into the body of the program without deranging the whole plan. The apportionments are based numerically upon the capacity of the Assembly Room of the Temple.

The first service—which will be conducted on the morning of April 6th—is not provided for in this statement. That session will be subject to a special arrangement:

THURSDAY, APRIL 6TH—AFTERNOON.

Malad	
Alberta	23
Snowflake	34
St. Johns	29
Maricopa	22
Tuba City	250
San Juan	23
Cassia	175
St. George	223
Pangnitch	238
Cowley	240
Parowan	109
Beaver	139
Uintah	178
Malad	273
Choir (Salt Lake)	50
Total	2149

FRIDAY, APRIL 7TH—MORNING.

Mexico	26
Star Valley	50
San Luis	66
St. Joseph	20
Millard	300
Juarez	150
Summit	350
Bear Lake	300
Bevier	150
Sanpete (including choir)	525
Total	2117

FRIDAY, APRIL 7TH—AFTERNOON.

Cache	1000
Wasatch	300
Tooele	400
Juab	400
Choir (Sanpete)	50
Total	2150

SATURDAY, APRIL 8TH—MORNING.

Utah	2000
Choir (Sanpete)	50
Total	2150

SATURDAY, APRIL 8TH—AFTERNOON.

Davis	2100
Choir (Sanpete)	50
Total	2150

SUNDAY, APRIL 9TH—MORNING.

Salt Lake	2000
Kanab	50
Choir (Salt Lake)	50
Total	2100

SUNDAY, APRIL 9TH—AFTERNOON.

Salt Lake	1600
Tooele	400
Joseph	50
Choir (Salt Lake)	50
Total	2100

MONDAY, APRIL 10TH—MORNING.

Bear Lake	350
Weber (including choir)	1800
Total	2150

MONDAY, APRIL 10TH—AFTERNOON.

Utah	1600
Oneida	500
Choir (Weber)	50
Total	2150

TUESDAY, APRIL 11TH—MORNING.

Millard	400
Morgan	200
Sildwell	300
Cache (including choir)	300
Sanpete	950
Total	2150

TUESDAY, APRIL 11TH—AFTERNOON.

Nevada	200
Juab	350
Salt Lake	1550
Choir (Cache)	50
Total	2150

WEDNESDAY, APRIL 12—MORNING.

Wasatch	300
Davis	1250
Box Elder	550
Choir (Cache)	50
Total	2150

WEDNESDAY, APRIL 12—AFTERNOON.

Weber	2100
Choir (Cache)	50
Total	2150

THURSDAY, APRIL 13—MORNING.

Salt Lake	2100
Choir (Salt Lake)	50
Total	2150

THURSDAY, APRIL 13—AFTERNOON.

Salt Lake	2100
Choir (Salt Lake)	50
Total	2150

FRIDAY, APRIL 14TH—MORNING.

Cache	1400
Salt Lake	700
Choir (Utah)	50
Total	2150

FRIDAY, APRIL 14TH—AFTERNOON.

Utah (including choir)	1550
Box Elder	600
Total	2150

SATURDAY, APRIL 15TH—MORNING.

Oneida	600
Bannock	600
Sevier	910
Salt Lake	100
Emery	40
Choir (Salt Lake)	50
Total	2150

SATURDAY, APRIL 15TH—AFTERNOON.

Millard	500
Wasatch	200
Salt Lake	1400
Choir (Salt Lake)	50
Total	2150

SUNDAY, APRIL 16TH—MORNING.

Salt Lake	2100
Choir (Salt Lake)	50
Total	2150

SUNDAY, APRIL 16TH—AFTERNOON.

Salt Lake	2100
Choir (Salt Lake)	50
Total	2150

MONDAY, APRIL 17TH—MORNING.

Salt Lake	700
Utah	1450
Choir (Salt Lake)	50
Total	2200

MONDAY, APRIL 17TH—AFTERNOON.

Box Elder	500
Salt Lake	1600
Choir (Salt Lake)	50
Total	2150

TUESDAY, APRIL 18TH—MORNING.

Salt Lake	2100
Choir (Salt Lake)	50
Total	2150

The following have been received since the foregoing apportionment was made up, and will be assigned hereafter, probably to be admitted on the afternoon of Tuesday, April 18th: Morgan Stake, 100; Parowan Stake, 50.

The South Gate and the West Gate of the Temple Block have been selected as the places of entrance for the services. Those who apply for admission should present themselves at 8 a.m. for the morning session, and 12:45 p. m. for the afternoon session, on the days designated, as they cannot be admitted on other days, nor at any other session than herein indicated.

It will be necessary for each applicant to show his or her recommend to the gatekeeper, in order to pass. The recommend will be taken up by a ticket issued to the gate. *No person will be admitted without a recommend*, on any occasion.

Each Stake President is expected to make the division of the people under his supervision according to the figures and dates given above. This is of great importance. If it is not promptly and properly attended to, confusion will be the result.

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

Bids Wanted.

At once an excavating for lake at Forest Dale Park. Specifications and plan furnished on application. Right to reject any and all bids reserved.

GEORGE M. CANNON.

SALT LAKE THEATER.

CHAS. S. BURTON, MANAGER.

Monday, Tuesday & Wednesday Nights, MARCH 27, 28, 29.

Engagement of Mr. E. H.

SOTHERN.

(Under the management of Mr. Daly's Company)

First time here of his new comedy,

CAPT. LETTARBLAIR.

BY HARGRAVE LENNOX.

And which recently ran three months at the Lyceum Theatre, New York.

All Scenery and Appointments same as in New York.

Prices $1.50, $1.00, 75c, 50c. Sale of seats begins Friday, March 24th.

NEXT ATTRACTION:

Peter Jackson in "Uncle Tom's Cabin" March 30 and April 1st. Prices 50c, 35c, 25c, $1.00. Sale begins March 30th.

AT WONDERLAND

on 2nd South, next Colonnade Hotel

THIS WEEK

WEEK OF THURSDAY, MARCH 20.

Our Popular Stock Company in the Great Drama

THE GALLEY SLAVE.

Miss Nannie and her troupe of performing dogs, with a Circus, Monkeys and Ponies, Hoop Spectacle, Black and White Magic, Wheeler & Hawley, Sketch Duo and Kenyo Lando in his musical sketch, "Bro and I." Specialties in Curio Hall.

10c.—ADMISSION—10c.

Our Stock of Ladies', Misses' and Children's

SPRING HOSE

HAS ARRIVED,

And the assortment is complete and unexcelled. We carry none but the Onyx, Ethiopian and other reliable dyes, as we are sure they will give satisfaction to every buyer.

We have secured the "sole agency" for the wonderfully popular black, drab and white Equipoise, and the Compromise Waists, which are everywhere now in such large demand, recommended as they are by Jenness Miller and other influential Dress Reformers.

We still continue to carry the well known C.B. and P.D. Corsets, as we have done for years; their reputation for style, comfort and service is unequalled.

T. G. WEBBER, Supt.

F. Auerbach & Bro.

GRAND DISPLAY of NOVELTIES in Silks, Dress Goods and Wash Fabrics

Comprising all the latest styles and fancies to be secured in the Home and European Markets, at prices which will enable the purchasing public to obtain the cheapest dry goods in Salt Lake. Note our low prices on Silks and Dress Goods.

At 70c, Black Satin Rhadames, worth $1.00.
At 85c, Black Satin Surveilous, worth $1.25.
At 95c, Black Satin Francaise, worth $1.25.

NEW SPECIALS.

At 75c, Colored Japanese Silks, 27 in, worth anywhere $1.25.
At 50c, All Wool Checks, 36 inch wide.
At 60c, Henriettas, Spring Shades, 38 inch wide.
Sole Agents for Utah of the Celebrated Faugeres, the choicest English fabric of the season, equal to silk in appearance and superior to silk in durability, 32 inch wide for 40c per yard.

SPRING WRAPS.

We are now ready with a magnificent line of the latest novelties in Ladies' and Misses' Capes, Jackets, Sacques, Ready Made Suits, Wrappers and Waists, etc. You will pronounce them the handsomest in the City. We maintain our LOW PRICES for well made stylish Goods.

A FEW SPECIAL BARGAINS.

For $2.20, Nobby Spring Capes, worth $3.50
For $3.00, " " " $4.50.
For $4.50, Elegant Boucles, with Large Pearl Buttons, worth $7.50.
For $5.00 Fancy Cheviot Capes, worth 50 per cent more.
Ladies' and Misses' Sacques, The finest and largest assortment of the very latest styles, from $7.00 up to $10.25.

SPRING CLOTHING FOR YOUNG AMERICA.

Our Stock of Boys' Suits is Second to None! We sell them at full one-fourth less than elsewhere. We save you, in round figures, $2.50 on every ten dollars worth of clothing you buy.

We Call Your Special Attention to our Combination Suits, including 2 pair of pants and hat to match, at $4.75, $6.50, $6.75, $7.50, etc.

Great Success. . . .

Attend our Muslin Underwear Sale. We decided to continue it one week to give the people another opportunity at these bargains.

BECK'S HOT SPRINGS.

THE FAVORITE BATHING RESORT OF UTAH.

Hotel and Bar in Connection. Trains on the Great Salt Lake and Hot Springs every half hour from U. P. Depot.

E. Y. TAYLOR, Manager.