DESERET EVENING NEWS.

Published every day, except Sunday, at 1 p. m. Subscription price, in advance, $10.00 per year, $5.00 per month, 85 cents per week, payable or delivered by carrier.

DESERET (SEMI-WEEKLY) NEWS.

Published every Tuesday and Friday. Subscription price, in advance, per year, $5.00; six months, $2.75; three months, $1; payable or delivered by carrier.

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THE WAVE'S DEATH.

Is it a dream of some event unknown itself,
That thrills the trembling wave for its coming?
What unknown pain, what long-forgotten sorrow
The eager waters to us as known remind?
Unfathomed by the mortal's utmost sounding,
From isles of amber shine and soft winds fraught,
They hurry on to passionate ecstasy,
And, breaking, die in rapture and delight.

O, restless soul, whose every pulse throbs with
Is full of vague desires and sweet, mysterious,
Across thy far bottom glows and glows
The dazzling land where tender and beautiful
Yet shalt thou feel, fully as the wave, strong,
Like the last wave upon the shore, the death.

—Bessie Mary Sawtelle.

A BAGGAGE SMASHER

Between the stories of Conductor Tom Pope and Sandy McTougal, backed by Sandy McTougal's friends, one gets a pretty good idea of Sandy's remarkable adventures with a valise, or, as Sandy terms it, with the devil in a box.

Tom Pope is conductor and McTougal is baggage master on the Air line, which runs from the Atlantic ocean to "the middle of next week."

"Most astonishing thing, that bust of Sandy's for a valise," said the conductor, the other night.

"Dough!" grunted Sandy, "that near be your way of looking at it, but I call it diggin for the devil, and finding him."

"Are you going to tell this story?" inquired the conductor.

"Not by a long chalk," McTougal answered.

Then Tom narrates, and very prettily too, how he and Sandy were transferred to night runs in August last, and how lonely the baggage man became because he was cut off from fellows to listen to his stories and offer him cigars.

"You often smiled 'em, Tom," interrupted Sandy. "I don't smoke, ye know."

"I did get a good many puffs that way, I'll admit," said the conductor. "They were about the only time Sandy ever gave that I could get any light out of."

"Are you telling this story?" asked McTougal. "If so, tell it."

"Sandy was lonely and miserable," continued his friend. "Nobody talked to him or gave him a quarter for not smashing their baggage, so he took to brown studies and naps between stations. The sight of his voice instead."

"Devil, I tell you," cries Sandy abruptly.

"Was a crowded one," continues Pope, without noticing the interruption. "His ear was jam full of baggage."

"And the same thing happened Sandy has on board the crosser he gets. There was a camp meeting on a switch-off track, and at the junction I picked up a lot of nobby passengers who were leaving for other places of amusement, and there was no end of trunks."

"McTougal got things into shape about 11 o'clock, I reckon, and as there's a part of the run where it's a good hour between stations he got ready for a snooze. He picked out the softest trunk in the pile on which to pillow his head, tilted back his chair on its hind feet on the rounds, pulled his hat over his face and went to sleep. How's that, Mac?"

"Quite correct," responds the baggage master.

"Very well; then you tell it for awhile. I wasn't there, you know."

"It didn't seem 's if I'd been asleep more'n a minute," begins Sandy, "when there was a lively jaunt of the cars, and I went of come to life with a jerk. At the same time I heard, as if 'way off, a noise like some one sneezin. But I thought 'twas a brakeman outside, an was jes' a-down off again when right at my ear, in a thin, sharp voice, sat thin said, 'Oh, Lord!'

"I sit's no fool, I ain't," Sandy asserts, throwing back his head defiantly, "an when that thin whisper comes into my ear I jes' half opened my eyes specktin to see some of the horsarumi. But not a livin thing was vision. So I said to myself, I mused, that's what's the matter, 'an off I goes a-nodsin an dreamin.'

"Then agin I hears that voice. It says quite distinctly, 'I want to get out!'

"Now, I won't a bit mistaken this time. I heard it. But 'fore I could get my wits together there was a yell sounds 'way off.

"'That's my death yell,' says I to myself, instantly calling to mind fellows who had heard like sounds an were dead in less'n a week. Then I says to myself, 'Sandy, don't be a fool' an jumps to my feet as wide awake as I am now.

"It was a woman's squawk, and I could have sworn to it. Then it sung out in its trumped style.

"'Help! help!'

"I looked over the tool chest, on the water barrel, and the cupboard in the corner, an looked out on the platforms an did everythin a man could do under the circumstances, to find out what was a-makin of that fuss. I went to the side door to shout myself, an was fetched my face when, blance me! if I didn't hear a cornet start off with the 'Rogues' March,' and a gruff voice follee it with:

"'In the midst of life we are in death.'

"I yanked my hard round, an didn't see nothin that wasn't there before. That threw me off my pins. Then a rooster crowed, on a fellow with a cold in his nose coasted his way forward and then backward, an another voice, with a hollerin voice, ordered me: 'Wake up! the devil wants you!' You needn't laugh, gentlemen, when I tell you I ran an call you if you'd been there, I was certain the devil had come for me—into hot sore—an I didn't wait for him to ask for my ticket."

Tom Pope at this point broke into a sonorous laugh.

"If, gentlemen, you'd seen Sandy come flying into the car where I was sitting, you would never stop laughing. You may not believe it, but his brown face was as white as your shirt fronts, and his eyes were as big as billiard balls. He dashed down the aisle and whispered in my ear:

"'Tom! Tom! Come with me!'

"'What's the matter, Mac?' I said.

"'Tom, the devil's in my car. He's been a-settin up for half an hour, an I'm most crazy. If you're my friend come with me.'

"He wasn't drunk, because he doesn't drink. It wasn't religious conviction, because Sandy had no religion. I almost believed he meant what he said, and that he had been called for. I got up in a hurry and followed him.

"'I hain't more than got inside the baggage car when from among the trunks something sang out, 'Shut that door and pull down your vest!'

"Sandy waited to hight, then," continued Tom, "the channel around that ear like a prize fighter in the ring, until the voice cried out quite loud: 'Dummed fool! Pulpit? I said to Sandy, 'Don't a hand up pulpit?'

"'An then the parrots told you to Hell, answered McTougal.

"'Yes,' says Tom, cheerfully.

"'And then you said—do you remember what you said?'

"'No, Mack; but wasn't I at your side when we got into the next coach a-seed Inis?'

"'We came back with two brakemen,' McTougal resumed, continuing: 'One of these brakemen locked on top of the car an under it an in it. He stuck to it that there was a ventriloquist about, but guess that idea up when he couldn't find nobody.'

"We flung there prunge right and left in a lively style," observed Pope, "but not a thing did we find, except—see herein living or dead thing—not a place from which the noise came. We were puzzled, you may believe; and if the search had stopped there the road might have overlooked the two words, for no railroad man would have traveled in a car that was haunted. But the end came. While we were looking in each others' faces, and frightened to being blocked in that sort of way, the voice spoke again. It said very distinctly: 'Let me out! I am dying—dying!'

"It was under my arm, the voice was," Sandy exclaims, "in a big trunk that had come from camp meeting. I rung out for Jake to run for a doctor, if there was one on the train, an Tom an me put that trunk on the floor as gently as it 'twas glass. 'Tear light enough. We thought the poor thing must be almost a skeleton. I got hold of the sledge-hammer, 'Boys,' says I, 'put your courage, mount!' I shouted, 'an we'll have you out in a jiffy.'

"You should have seen Sandy at that moment," says Pope enthusiastically. "He looked a hero, every inch of him. He grasped the hammer fair sweepin swings. Crash! crash! Rip! tear! Oil came the top, and it was flung clean across the car. A pile of light, fleecy stuff followed. A dozen faces looked anxiously into that trunk, expecting to see the body of a dying or dead woman. Sandy scanned hands himself with an eye.

"We crowded around the trunk and the doctor knelt down beside it. He pulled out a lot of rags softly enough, an an arm down on a prospecting tour. Bitin up a great wad of cotton, took a good long look under it, rose to his feet and began to curse everybody and call 'em a pack of fools. Then he stopped his cursin and began to laugh. I asked him a little angrily what he was making such a fuss about, and if he proposed to take out the body.

"'Body! body! ha, ha, ha, ha! Sec here, gentlemen!' and he tossed out the cotton from the trunk, showing a dusty looking machine at the bottom. 'This is Stringfellow's phonograph that he's had down to camp meeting,' the doctor said. 'He took one of Edison's concerts and rigged it up so as to go by clockwork. The shaking of the car set it in motion. It's been repeating, parrotlike, only what was told to it by the saints and sinners. Very simple, you see. I won't charge you any thing for my visit, conductor. Good night,' and off he went.

"Sandy, our friends here want to know how that dream of yours over that track ended."

"Oh, they do—do they? Wal, gentlemen, I had to pay the cost of that truck, an trunks cost in these times. It took a month's salary to do it, which isn't complimentary to the road. I learned one lesson. If I ever want her open any man's luggage in future I'll switch it in professional style."—E. D. M. in New York News.

Wonders of Flowing Gas.

Silicon, a crystalline substance closely resembling the diamond, exposed to flowing gas, gives a very beautiful reaction, showers of brilliant sparkles being scattered in all directions from the white hot crystals, which are finally melted. As they do not fuse under 2,300 degs. Fahrenheit, one can gain some idea of the immense energy set free during the combination. Both fine and shaft under the same circumstances give a beautiful expansive incandescence. Phosphorus, as one might expect, does not fail to illustrate its powerful affinity when exposed to the gas. Prussian blue reacts very beautifully and burns with a pink flame. A crystal of sodium placed in a current of the gas gives a pale flame, and a heavy liquid distills over, which chlors glass and blows like red hot iron when thrown into water.—Chambers' Journal.

Indian Idols.

The images of the Gods in India are not made by a separate caste, but the carpenters and masons respectively make the large wooden and stone idols, as up to the temples, the potters the clay idols consumed in daily worship, and the brasiers, coppersmiths and goldsmiths the little images in brass, copper, mixed metal and gold and silver that are always kept in private houses. The East Indians regard an alloy of brass with six other metals—gold, silver, iron, tin, lead, making with the copper, and alas of the brass, a mixture of light metals—as a perfect alloy, and this is highly prized as a material for sacred images.—Philadelphia Ledger.

Low Competition.

Rev. Punnemoney, my son, I hope you don't fish on Sunday.

Urchin—No, sirree. I stay till Monday, when all do seem to do work.—Kate Field's Washington.

French Bank Notes.

The notes of the Bank of France are made of white, waterlined paper, printed in blue and black, with numerous mythological and allegorical pictures, and running in denomination from the twenty-five francs note to the 1,000 francs.—Golden Days.

STREET TREES.

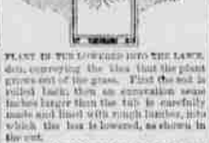
The Cause of Their Frequent Destruction—Birds That Thrive Best.

Trees in cities and towns do not always thrive, nor does this be a sufficient reason from the city. Professor Arthur, of Indiana, reports to the department at Washington that the causes of deterioration of trees can be traced to the smoke from large manufacturing establishments and especially from our refineries. The action of the smoke is twofold—mechanical and chemical. Its presence is the cause of preventing the stomata from being closed as long as the smoke continues to address. Beneficial action thus has loss in two directions—preventing the escape of the season's growth ripening and in trees as are exempt from ill effects of the gases. The first is a matter for the city authorities, hence the latter only will be here considered.

As regards the choice of trees Professor Arthur reports: "When the smoke is sufficient to cause damage, will survive. The conifers suffer most. Of deciduous trees the elder, which can hardly be considered a desirable street tree, and the sycamore were hardiest; next come the poplars, the ash and the linden, and the very compacted mountain ash, which deserves more attention than it has yet received. As to the elm, experiences seem to differ; probably other, when very favorable conditions of growth, which, however, are rarely figured in cities, may enable it to resist the effects of the smoke. The Norway maple seems to excel our American kinds in smoke resisting quality. Also, when being transplanted and black locust are also mentioned as available." The professor declines to add to the list of trees capable of resisting the action of smoke the sweet gum or liquid amber, which, in every respect, is one of the most ornamental street trees, and also the tulip poplar.

Setting Out Large Plants.

A very usual custom when putting out palms, oleanders and other tender plants for the summer is to set them about with the boxes or tubs in sight. A more effective way of using many kinds is to sink out of sight the tubs in which they grow, giving the appearance that the plant is growing naturally in the new place. The engraving, from American Gardening, shows how a box may be lowered into the lawn and entirely hid-



PLANT IN THE LOWERED INTO THE LAWN.

den, conveying the idea that the plant grows out of the grass. When it is to be pulled back, then an excavation some inches larger than the tub is carefully made and lined with rough lumber, into which the box is lowered, as shown in the cut.

There should be at least an inch space around the box after it is lowered into place. The soil is then straightened into place and there is every appearance that the plant grew where it stands.

Pansies.

Great strides have been made in the improvement of pansies within the last five or six years. Probably in no part of the world has more attention been paid to the pansy than in Scotland, where collection are yet in existence for its improvement, establishing points as to the size, form and coloring of the flowers, apparently showing that their excellence is not confined to the grass. We have left to a few French specialists, however, to enter the arena of horticulture with their magnificent productions and to eclipse all ever attempted in that line, in instance of which we have lost to name Bugnot, Cassier, Falaise and Trimanion.

Of Interest to Fruit Growers.

The New York legislature has passed the Chamberlain antiblack knot bill, which declares every infected tree a nuisance, and provides for the appointment of commissioners to turn them when the owners fail to do it, as well as for the punishment of the owner.

The White Star steamers have been specially fitted up for the refrigerating process upon the principle adopted by the California Fruit Transportation company and the first consignments of fresh American fruits arrived in Liverpool in good condition.

Florida orange growers have arranged for the fast steamships with a carrying capacity of 25,000 boxes each on the route between Jacksonville and Liverpool, England.

Pineapple culture is rapidly extending in the southern parts of Florida and upon the islands off the southern coast.

An entire bulletin of the New Jersey station is devoted to insecticides, fungicides, etc.

One of the revelations of the census is that there are now hundreds of thousands of bearing ancient trees in the United States, which, when separated of a million olive trees producing fruit.

Three good grapes for general use are the Red Delphine, Black Woodes and White Niagara.

The London Gardeners claim that wind and showers as well as sunshine promote color in apples.

Harvard Examinations.

Harvard university is spending her net over a very wide extent of territory this year. It is announced that examinations for admission to that institution are to be held simultaneously in no less than twenty-five places, including England, Germany and Japan. It looks as if Harvard would, if she could, and was a fair way to get a large portion of it.—Boston Herald.

His Honor.

"My honor is at stake," exclaimed a mountain politician hotter to an editor he was trying to work.

"It's blamed rough on the stable," replied the editor, and the interview was at an end.—Detroit Free Press.

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ARRIVE.

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From Ogden, Portland and San Francisco ..... 3.00 a. m.
From Park City and Cache Valley ..... 10.35 a. m.
From Ft. Eastern points ..... 10.40 p. m.
From Cache Valley and Ogden ..... 7.00 p. m.
From Gilbert, Knoble and intermediate points ..... 10.00 a. m.
From Park and Provo ..... 6.15 p. m.
*From Tooele and Provo ..... 9.00 a. m.

DEPART.

For all points east ..... 6.00 a. m.
For Ogden and intermediate points ..... 8.00 a. m.
For Boise, Portland, San Francisco and Cache Valley ..... 11.00 a. m.
For Cache Valley and Park City ..... 3.30 p. m.
For all Eastern points and San Francisco ..... 6.00 p. m.
For Provo, Juab and Milford ..... 7.00 a. m.
For Eureka, Juab and intermediate points ..... 4.00 p. m.
*For Tooele and Timpie ..... 8.10 p. m.
*Daily, Sundays excepted.
†Trains between Juab and Milford do not run Sundays.

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CURRENT TIME TABLE

In Effect May 22, 1892.

LEAVE SALT LAKE.

No. 2—For Provo, Grand Junction and intermediate points ..... 8.00 a.m.
No. 4—For Provo, Grand Junction and intermediate points ..... 6.25 p.m.
No. 1—For Ogden, Butte and Boston ..... 8.00 a.m.
No. 3—For Ogden, Butte and Boston ..... 6.25 p.m.
No. 5—For Ogden and West ..... 11.00 p.m.
No. 7—For Ogden and the West ..... 11.00 a.m.
No. 9—For Ogden and intermediate points ..... 4.00 p.m.

ARRIVE SALT LAKE.

No. 1—From Denver, Grand Junction and the East ..... 11.05 a.m.
No. 3—From Denver, Grand Junction and the East ..... 11.40 p.m.
No. 6—From Ogden, Butte and Boston ..... 10.35 a.m.
No. 8—From Ogden, Butte and Boston ..... 6.40 p.m.
No. 4—From Ogden and points West ..... 1.00 a.m.
No. 6—From Ogden and points West ..... 7.00 a.m.
No. 8—From Ogden and the West ..... 9.00 a.m.
No. 10—From Ogden and intermediate points ..... 10.00 a.m.

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