

FROM THURSDAY'S DAILY, SEPT. 8.

Hurt By a Fall.

On Wednesday at Brigham City, Wilford Chatterton, a brakeman, slipped from a Utah & Northern train while in motion, and received severe injuries along his right side. He is not thought to be fatally hurt. He narrowly escaped being run over.

Took Laudanum.

On Tuesday Joseph Hancock, who was married a few days since, attempted suicide at Brigham City, by taking laudanum. Antidotes were administered in time to defeat the carrying out of his intention. The only reason he assigns for the deed is that he heard his mother and sister were pursuing a life of shame in this city.

Election Certificates.

The following certificates of election were issued yesterday:

John London, Croydon Precinct, constable.

Robert G. Berrett, North Ogden; Nathan J. Harris, Harrisville; Angus McKay, Huntsville; Lewis Jeeking, Plain City; Wm. Bower, Croydon; James Gardner, Gosben; James A. Olliver, South Jordan, justices of the peace.

Wm. H. Toone, Morgan County, selectman.

The Immigrants.

A private dispatch received in this city states that the company of immigrants en route to Utah arrived in New York yesterday, in charge of Elder John I. Hart, and would leave for the west to-day, those north of Ogden and south of Spanish Fork coming by way of the Union Pacific. The other portion of the company will travel by the D. & R. G., in charge of Elder Jehs C. Christianson. They will probably reach this city on the 12th or 13th.

A Southern Pioneer.

The friends and relatives of Brother Joseph McRae, son of Bishop McRae, will be pleased to learn that he is in the city. Brother McRae was called as a missionary to Arizona in the fall of 1876 and has remained there with his family ever since. He first located at Jonesville, on Salt River, but a few months later removed to St. David, on the San Pedro, about 16 miles from Tombstone. He has been employed mainly in farming and blacksmithing and reports affairs in that vicinity prosperous, the health of the people good, the crops a fair average, with an excellent market for produce, lucern hay bringing \$15 a ton unbaled, and other produce in like proportion. Owing to the altitude of St. David, apples and peaches grow there finely. Brother McRae purposes remaining here about two months.

Mysterious Murder.

On Friday, the 26th ult., Tex White, who was hauling ore from the White Tail Deer mine to the copper smelter, discovered the dead body of a man lying face upward about two and a half miles from the town of Bisbee, A. T. The body proved to be that of Nicholas McCormack, a pioneer resident of Bisbee. A few yards distant was found the mule on which he had ridden out of camp the night before, with the saddle turned. The man who found the body supposed that it was a case of natural death, but when the coroner came to investigate the case, he discovered that the deceased had been brutally assassinated by being twice shot through the body supposedly with a Winchester rifle. Deceased, though nearly 80 years of age, was in excellent health at the time he left camp and was en route to a mine he was working near the White Tail Deer mine. He was a pioneer on the Pacific coast, having come west in the year 1850. The deceased had no enemies so far as known and the cause of his murder is shrouded in mystery.

A JOBBING CENTRE.

Is What Salt Lake Business Men Say This City Must Become.

OPENING A DEFENSE AGAINST RAILROAD DISCRIMINATION.

On the call of the Chamber of Commerce there gathered in its hall last evening about one hundred business men, merchants, mining operators and capitalists, who assembled to unite in a movement against the discrimination of railroads which prevent this city from becoming the commercial center which its advantages and surroundings naturally tend to make it.

President McCormick presided, and, after calling the meeting to order, briefly stated its object. Secretary Forham then read the report of the Chamber of Commerce committee on railroads, as follows:

To the President and Board of Trade:

GENTLEMEN:—We your committee on railroads, beg to submit for your consideration the following: We find by careful investigation of tariff sheets on all railroad lines running into this city, that it is practically impossible, under the existing high and discriminating rates, for Salt Lake and Ogden to ever hope to become towns of jobbing importance. To every point of the compass freights are against us, and so great is the difference that

the actual cost for goods shipped to Idaho and adjacent Territories from this city and Ogden is so great that it would leave the merchant a profit for the same articles purchased either in San Francisco, Portland or Omaha, because of the exorbitant freight charges on all merchandise via Salt Lake. To submit to this glaring and outrageous injustice, is to reduce our cities to the merest country villages and force the jobbing interests to some other fields. In submitting herewith a tabulated statement, showing how we are discriminated against, we would respectfully state, that if possible, the board of trade induce all interests of the Territory—mining, manufacturing, mercantile and stock growing—to act in concert, and appoint a committee, the business of which shall be to try to divert the entire volume of freights over the railroads, the rates of which are least objectionable to the good interests of Utah. We desire to call your attention to figures below, showing differences against Salt Lake to towns north, compared with Omaha, Portland and San Francisco.

The report here gives a long array of figures showing how Salt Lake City, as a jobbing point, is discriminated against in favor of Omaha, Kansas City, San Francisco, Portland, and other points east and west. These figures represent a labor of compilation extending over a period of about three months, are elaborate and exhaustive, and show that the railroads doing the business of this Territory are fostering distant points instead of building Utah up. The report continues:

"We desire to call your attention to the outrage practiced on the commodity tariff over the line of the Denver & Rio Grande, where we have jobbing rightfully belonging to Salt Lake. The Denver rate on flour, canned goods and sugar is \$1.30 per 100 pounds, while to Salt Lake it is \$1.28. The interstate law requires the railroad company to deliver at Grand Junction at a rate not greater than Denver, which would be \$1.30; the rate from Salt Lake to Grand Junction is \$1.09, making ours a rate via Salt Lake \$2.39, which renders it impossible for purchasers to buy in our center without an actual loss of \$1.07 on each 100 pounds of fourth class goods. Nor does the discrimination end in these articles of merchandise. The miner, mill-owner and smelter are in the same manner discriminated against. On ore the valuation of which is not to exceed \$100 per ton, the rate from Halley to Missouri River points is 1.59 per ton per mile, while the same ores to Salt Lake are charged 4.23 per ton per mile. The Eureka ores are shipped to Missouri River points at 1 cent per ton per mile, while to Salt Lake it is 4.50. We desire further to call your attention to the classification of bullion. The charge on bullion that not exceeds \$100 per ton in value is \$18, while as we have shown above, on ores equally valuable, the rate is \$10.00 to Denver, \$12.40 to Omaha and Kansas City, though the bullion is infinitely better freight, and very much less liable to loss. The rate on ores from Park City to Omaha is \$10 per ton, or 98-100 per ton per mile, while the same ores to Salt Lake were charged \$4 per ton, or 3-88 per ton per mile. We also call your attention to the price charged for coke, \$13 per ton to local smelters, while the same coke is delivered at Ogden for \$10 for shipment north and west. We ask an adjustment on a fair basis. We also suggest that the Board of Trade hold a meeting in which every branch of business shall be represented, to protest against the manifest injustice which is from every direction being inflicted upon us, and to demand justice from the common carriers that oppress us. From being a natural business center, and after having unaided built up prosperous business points in every direction, by the action of the railroads all our natural advantages are being neutralized, and we are swiftly becoming isolated; our merchants are discouraged, and men who desire to engage in the manufactures which ought to be exceedingly profitable, because of the location and unparalleled natural advantages which attach to this region, dare not take the risk of competing in the face of exorbitant rates. In conclusion, we beg to say that in the opinion of your committee the present policy is as short-sighted on the part of the roads as it is hurtful to the prosperity of this region. The struggle seems to be to build up terminal points 1,000 miles away, when really were the roads by just rates to permit this city and Ogden to naturally expand as location and natural advantages and resources indicate they would, the traffic to far-off terminal points would not be lessened, while the tariff to and from this region would be increased in the same proportion that the wants of great cities exceed those of villages.

W. H. REMINGTON,
GEO. A. LOWE,
G. F. CULMER,
JAS. GLENDINNING, for G. M. S.

The following supplemental report of the same committee, relative to rates on ore and bullion, was next read by the secretary:

Rates of freight on ores over the Union Pacific Railway and branches to and from the following points:

From all points on the Wood River branch to Kansas City, \$21 per ton; Omaha and Council Bluffs, \$20; Denver, \$17; Ogden and Salt Lake City, \$15.

From all points in Idaho and Mon-

tana on the Utah & Northern Railway, and points on the Northern Pacific Railway, between Garrison and Helena, inclusive, to Kansas City, \$13 per ton; Omaha and Council Bluffs, \$12; Denver, \$10.00; Ogden and Salt Lake, \$8.00.

From Park City to Kansas City, \$11 per ton; Omaha and Council Bluffs, \$10; Denver, \$7; Ogden and Salt Lake, \$4.

From Ironton, on Salt Lake & Western Railway, to Salt Lake City, \$4 per ton; Denver, \$10.60; Kansas City, \$13.40; Omaha and Council Bluffs, \$12.40.

From Salt Lake City to Denver, \$10.60 per ton; Omaha and Council Bluffs, \$12.40; Kansas City, \$13.40.

Freight on lead bullion from Salt Lake City to Missouri River points still remains at \$18 per ton.

It will be seen by the foregoing that the discrimination is against Salt Lake City from all Wood River points, in which latter place so many Salt Lakeers are largely interested as to closely ally the business interests of the two places. It is therefore the duty of Salt Lake business men to demand of the Union Pacific officials a proper recognition and correction of the wrongs now existing.

As to the proof of the above we invite your attention to a few comparisons in order to more clearly show the serious discrimination existing both against Salt Lake and Wood River.

The distance from Bellevue, Halley and Ketchum, the three shipping points on Wood River, to Salt Lake City, is respectively 358, 363 and 375 miles, or about that, from which to Salt Lake the charge of \$15 per ton on ores is made, whereas from Butte, Garrison, Helena, etc., to Salt Lake is only \$8.00 per ton, besides being about 200 miles longer haul, thus completely shutting off Wood River ores from this market.

From Park City to Salt Lake, a distance by rail of about 104 miles, a charge of \$4.00 per ton is exacted, whereas from the same place to Denver, a distance of over 600 miles, a charge of \$7.00 per ton is made, and the same proportion is charged to Omaha and Kansas City. This, with a rate of \$18.00 per ton on lead bullion from Salt Lake to Missouri River, works a great hardship against our home smelters. To meet these exorbitant rates they are forced to reduce their prices on ores to such an extent as in some cases to cause mine owners to cease ore shipments until such time as relief may come.

The freight rate on ores from all Wood River points to Denver, Omaha and Kansas City is so exorbitant as to leave very little margin for mine owners, and amounts almost to prohibition. The rate from Montana points to the same places, with a much longer haul, is about 40 per cent less than from Wood River.

Hearty applause followed the reading of the foregoing reports. Governor West then made a stirring speech, encouraging the business men of the Territory to continue to struggle for their rights as against railroad discrimination until they should succeed in making of this city the commercial center it ought to become.

M. M. Kaighu spoke briefly in much the same strain, and G. F. Culmer, by the aid of a diagram on the black board, illustrated the manner in which this city was placed, by the railroads, at a disadvantage as a jobbing center.

Mr. Remington stated that Mr. Shelby had contemplated making from this city to Northern Idaho a rate of 25 cents, and to western Idaho a rate of 50 cents on all classes of goods, but that the recent changes in the management of the Union Pacific had been made before anything had been done in the way of making such rates.

Some strong resolutions in condemnation of the Union Pacific had been prepared for introduction into the meeting, but on the representations of Freight Agent Needham, who stated that General Freight Agent Monroe and Vice President Potter of the Union Pacific would shortly visit this city for the purpose of adjusting matters with the business men here, the resolutions were withheld.

Messrs. Francis Cope and James Sharp addressed the meeting, expressing sympathy for the movement on foot, but advising a further attempt to gain desired ends by peaceful means.

The following resolution was adopted:

Resolved, That we, the business men of Salt Lake City, in the Chamber of Commerce assembled, hereby pledge ourselves to united and persistent effort to secure just freight rates without discrimination from the railroads carrying freight to and from this city.

On Governor West's motion the standing railroad and traffic committee were increased, and the chair appointed Charles Read and B. B. Van Dusen to represent the mining interests, W. H. White, cattle, and T. C. Armstrong, produce.

Mr. C. W. Bennett introduced the subject of the alien land law. He thought that the law was not intended to apply to mines, and moved the appointment of a committee to memorialize Congress to modify the law. The motion was carried, and the chair appointed C. W. Bennett, C. S. Varian, M. M. Kaighu, O. J. Hollister and P. L. Williams.

The meeting adjourned till next Wednesday evening, when it is expected the railroad committee will report the result of their interview with Messrs. Monroe and Potter.

FROM FRIDAY'S DAILY, SEPTEMBER 9.

United.

Last night, at the residence of the parents of the bride (Mr. and Mrs. C. W. Penrose), in the Ninth Ward, Mr. S. F. Brown and Miss Katie Penrose were united in the bonds of matrimony. The ceremony was performed by President August M. Cannon. The event was celebrated by a gathering of relatives and a few friends, who spent a very enjoyable time. A number of very handsome presents were received by the young couple, who have our heartiest wishes for their welfare and happiness. They have gone into house-keeping, and have taken up their abode in the Nineteenth Ward.

Somebody Own Up.

KAMAS, Utah, Sept. 7, 1887.

Editor Deseret News:

Our last Friday's News has failed to reach this office up to date; this is the third time it has been from four to five days late. Please see to it in future and oblige your subscribers of this place.

POSTMASTER: In answer to the foregoing, which was received this morning: the News package to Kamas has been mailed regularly, being delivered at the post-office in this city. The fault lies somewhere between the two offices.

Narrow Escape.

WOODLAND, September 4. — Yesterday morning as a couple of gentlemen were driving along the country road, near Beamer's barn, they were met by the north-bound freight train, which was going at a rapid rate around the curve at that point. They saw a man hanging to one of the cars with his hand, while with his feet he was making frantic efforts to obtain a foothold on the break-beam under the car. The young man seemed to give up all hope and the men half turned away, expecting to see him mangled by the wheels. But with one mighty effort he swung out and let go his hold, expecting to alight in the ditch near the track. The upper part of his body refused to take the same course as his feet, and his head hit a tie with frightful force, afterward bounding up on the rail and then down alongside. The advancing wheel struck him on the right side of his forehead, but as he was not on the rail only the skin was rubbed off and some of his hair pulled out. The gentlemen at once ran to his assistance, thinking him killed, but he soon revived and sat up. He said his name was Charles Bronson, from Salt Lake, and that he wanted to reach Red Bluff, where he had relatives. He had attempted to jump the train near the depot, but not being an adept at the business, failed. He said this experience was a good lesson for him, and started up the road on foot, after thanking the gentlemen who had washed and dressed his face. —S. F. Chronicle.

New York's Veteran Firemen.

On Sunday evening next, at about 5 p. m., one hundred representatives of the Veteran Firemen's association of New York will arrive at the Utah Central depot in this city. The complete organization consists of some 600 members. They are mainly, as the term veteran would imply, advanced in years and many of them are men of wealth and influence in the metropolis. The cost to each member who participates in the excursion is estimated at \$500. One item of this expense consists of a train of nine cars chartered by the company for their comfort and convenience in crossing the continent and another important one is the famous band of the renowned Seventh Regiment of New York, led by Signor Carlo Alberto Cappa, which embraces sixty-five different pieces, and costs the excursionists \$17,000 for the trip. With the band are Major James B. Pond, musical director, Miss Hortense Pierce, soprano, and Mr. Adolph Glose, pianist. Sixteen ladies and gentlemen, residents of New York come also as invited guests.

On Monday next at 9 a. m., there will be

A GRAND PARADE

of the veterans hauling their old New York fire engine, which they bring with them, escorted by fifty uniformed members of the Salt Lake City fire department. They will then take the train for Garfield, where they will indulge in an exhilarating bath in the briny waters of the lake, after which they will partake of a bountiful repast, specially prepared for them, returning at 4 p. m., in order to prepare for the grand vocal and instrumental concert, to be given by the band the same evening, in the Theatre. At midnight they will board their special train for the Pacific and will not make another halt on their long journey until they reach Sacramento.

We are indebted to Chief Engineer George M. Ottinger, of the Salt Lake fire department, for the foregoing facts.

FATAL ACCIDENT.

An Indian Boy Crushed to Death by a Locomotive.

Last evening an Indian boy ten or twelve years of age was playing around the Utah Central depot. He had several times been warned to keep off the cars while they were in motion, but evidently thought he could enjoy himself by climbing around them and not be in

any danger. Finally, while he was engaged in this play, he slipped from a moving car and fell close in front of the locomotive, under which he was quickly caught. The wheel struck his right leg just below the hip, passing over it, and severing all but a small strip of flesh. The left foot was also crushed and horribly mangled. The unfortunate boy called out as soon as he fell, and some of his Laramie companions rushed to the place and drew him off the rails. He was carried, or rather dragged, to where the Indians had a campfire, and where his mother was at the time of the accident. An Indian removed the leg by severing with a sharp knife the remaining flesh. The railway men immediately sent for a surgeon, and efforts were made to comfort the little sufferer, who lay there groaning with intense pain.

The mother of the unfortunate boy went into paroxysms of grief at the terrible accident that had befallen her child, and the other Indians seemed inconsolable. On the arrival of the surgeon the boy's injuries were pronounced fatal, and after a few hours of intense agony he was relieved by death. This morning Coroner Taylor was notified, and he will hold an inquest this afternoon. No blame seems to attend any of the railway employees.

FUNERAL OF B. W. YOUNG

A Large Gathering on the Occasion.

The First Ward meeting-house was filled to overflowing, yesterday afternoon, with the relatives and friends of Elder Brigham W. Young, deceased, whose body arrived yesterday from New Zealand. The casket with the remains, which had reposed at the Sexton's office during the interim between their arrival and the hour set for the services, was taken to the hall shortly before three o'clock, where it was placed upon a support in the midst of the seats occupied by the family and relatives. Father Lorenzo D. Young and his wife, the parents of the deceased, sat at the head of the coffin, immediately under the speaker's stand.

Bishop Joseph Warburton conducted the services. The choir having rendered the hymn "Thou dost not weep to weep alone," prayer was offered by Bishop O. F. Whitney. The speakers who addressed the congregation were President Seymour B. Young, Bishop Whitney, Elder A. M. Musser, Bishop Warburton and President A. M. Cannon. The remarks of the brethren teemed with good instruction and breathed a fervid sympathy. The amiable disposition of the deceased, his kindness of heart, generosity, love for his parents, the purity of his life and his integrity in the cause of truth were feelingly touched upon. A letter was read from Elder Mariott, a fellow-laborer with Elder B. W. Young who was near him in his closing hours, in which the writer, addressing Father Young, bore a strong and earnest testimony to the worth and fidelity of his son as a missionary, giving the cause of his death—lung disease and fever—and quoting some of his last words. They were these, in effect: "Tell father his son died as he had lived, a Latter-day Saint. I have never violated my covenants, and have always kept myself undefiled. I would like to live, but if the Lord's will is otherwise, I am ready to go."

After the speaking was over, the choir sang, and benediction was pronounced by Bishop's Counselor Joseph Booth. The remains were buried in the city cemetery, being followed thither by a multitude of friends and relatives in vehicles.

Patriarch Lorenzo D. Young, father of the deceased, desires through the News to thank all who have manifested in various ways sympathy for himself and family in the ordeal through which they are called to pass; also those kind friends who ministered in any way to the comfort of his son during his sickness, or at any time while engaged in his missionary labors. Brother Young may be assured that he and his family have the sympathy of the entire community.

FROM SATURDAY'S DAILY, SEPT. 10.

Releases.

Elders John Evans of the Welsh, and John C. Carlisle of the Liverpool Conferences, are released from their labors to return home with the company leaving Liverpool on Saturday, August 27, 1887. —Millennial Star.

The Dead Indian.

Yesterday afternoon, at the inquest over the Bannock Indian boy, fatally injured at the Utah Central Depot on Thursday night, by being run over by a switch engine, the coroner's jury brought in a verdict of accidental death, fully exonerating the railway company from any responsibility.

Arrested for Forgery.

Late last evening Sheriff Turner got in from Springville with a prisoner named Wm. E. Snelson, who was tried yesterday by Justice John S. Boyer on a complaint charging him with forgery, sworn to by Jabez M. Taylor. He was committed to await the action of the grand jury in \$300 bonds, but failing to procure bonds, he was given into the safe keeping of Sheriff Turner. Snelson was convicted last October for stealing wheat out of a mill at