DESERFT EVENING NEWS: MONDAY, FEBRUARY 26, 1906.



Doleful Punishment of the Ancients Duplicated in Our Modern Lite.

The Romans used to punish a mur-derer by chaining to his body the corpse of his victim. Wherever he went he dragsed behind him the debris of his crime, the steary cadaver, revoluting thing that was once a man. thing that was once a man. Every day you see people dragging around with them the corpse of their sins. They can't get away from them. And minay of them have become so in-timate with these corpses that they have become corpses them-seives. The misery of these poor unfortunates has become constitutional with them. It its them like an old shoe. They have become accustomed to it. They have become accustomed to it. And there are mousands of human And there are thousands of humans who are waiking the earth today with corpses attached to them-dyspeptic stomachs they can't get rid of. They have to get along the best they can with the stomachs they have. And the owners of said dyspeptic stomachs are to be found in every walk in life, suff-ering from some form of indigestion, first cousin to dyspepsia.

The committee on engineering, sewerage and waterworks of the city council, held a meeting in the council chamber Saturday afternoon and again considered at length the recommendation of City Engineer Kelsey to expend \$75,-000 on "extras" for improving the Big Cottonwood conduit. After discussing the matter for about two hours it was decided to again inspect the conduit before concurring in the recommendations. Accordingly the members of the council, the board of public works, the mayor and city engineer and others in-terested will leave the city at 8:46 o'clock tomorrow morning and go to Murray on the street car and from there to the conduit in private conveyances.

name

ANOHTER TRIP PROPOSED.

THE \$75,000 FOR

"EXTRAS" DELAYED

Council Committees Discussed

The Questoin for Two

Hours.

WILL INSPECT THE CONDUIT.

Mayor, Councilmen, Board of Public

Works and City Engineer Go

Tomorrow.

When the meeting was called to order Councilman Tuddenham moved that the members of the committees and the other councilmen and officials interest-ed make another trip of inspection to the conduit before taking any definite action in regard to the recommenda-tions of the city engineer. Mulvey opposed this delay as he stated that hear-ly all the members of the committee had already been over the conduit and seen it. Ferry did not see the neces-sity of hasty action in regard to the proposed changes in the work and wanted to know what effect the chang-es would have on the contract. He was informed that under the specifications the engineer had the right to make any

the engineer had the right to make any necessary changes. Crabtree wanted to know if it would be necessary to change the forms if a change should be made in the thick-ness of the walls. It would be neces-sary answered Engineer Kelsey, and the change of forms would cost about \$6,000 which is included in the estimate already submitted by the engineer. aready submitted by the engineer. Mulvey then moved that the recommen-dations of the city engineer be con-curred in by the committees and the necessary funds appropriated.

TUDDENHAM OPPOSED IT.

Tuddenham opposed the motion and urged that the councilmen should visit the conduit again before voting on the matter. He said that the former council adopted a plan which was considered the most advisable for the limited funds to be used in the water improvements. He read from the contract the section which gave the city engineer the right to order the walls made thicker where necessary and ar-gued that if the city engineer would take advantage of that right and order the thicker walls where needed there would be no necessity of increasing the thickness of the walls throughout the entire length of the conduit. He and Wells both stated that they could not understand how the engineers under the last administration could have made so serious a blunder as charged by Engineer Kelsey and the board of public works.

Is states. The telegrams describing the military preparations of the American government for trouble in China have been widely published in the Chinese newspapers and are considered as decidedly unfriendly. more. The statement is as follows: "You may accept one proposition as a fixed fact—that there will be no strike

RIOTERS ATTACK RURAL GUARDS IN CUBAN TOWN.



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Utah's Most Popular Railroad. CURRENT TIME TABLE DEPART DAILY. No. 7-Los Angeles Limited 4:45 p.m. No. 1-Los Angeles Express 13:01 a.m. No. 51-For Stockton and Tintle. 7:45 a.m. No. 63--For Nephi and Sanpete ARRIVE DAILY. No. 8-Los Angeles Limited 5:35 p.m. No. 2-Los Angeles Express6:30 a.m. No. 62-From Lynn & Nephi.... 9:50 a.m. No. 54-From Garfield 1.20 p.m. No. 66-From Nepht & Sanpete Finest Dining Car Service in the West, Only direct line to Los Angeles. Stage connections for Nevada Mining Campa. City Ticket Office, 169 S. Main Street J. L. MOORE. Dist. Pass. Agt. Time Table SHORT LINE RALINGAD IN EFFECT Feb. 18, 1906 ARRIVE Omaha, St. Louis, Kansas City and Denver No. 5-From Ogden, Portland, Butte and San Francisco No. 6-From Ogden, Cache Val-ley and Intermediate Points. 11:45 a.m. No. 12-From Ogden, Cache Val-ley and Intermediate Points. 11:45 a.m. No. 15-From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco No. 10-From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco No. 10-From Ogden, Cache Val-ley Butte, Portland, and San Francisco DEPART No. 5-For Ogden, Portland, Butte, San Francisco No. 1-For Ogden, Omaha, Chicago, Denver, Kansas City and No. 1-For Ogden, Portland, Butte, San Francisco No. 1-For Ogden, Omaha, Chicago, Denver, Kansas City and No. 1-For Ogden, Omaha, Chicago, Denver, Kansas City St. Louis and San Francisco No. 1-For Ogden, Omaha, Chicago, Denver, Kansas City St. Louis and San Francisco No. 1-For Ogden, Omaha, Chicago, Denver, Kansas City St. Louis and San Francisco No. 1-For Ogden, Cache Val-ley and Intermediate Points. No. 3-For Ogden, Cache Val-sas City Omaha, St. Louis and Chicago Cache, Cache Val-San Francisco and Intermediate No. 3-For Ogden, Cache Val-San Francisco and Intermediate No. 5-For Ogden, Cache Val-San Francisco and Intermediate Despencez, A. G. F. A. City Ticket Office, 201 Main Street. Despencez A. G. F. A. City Ticket Office, 201 Main Street Telephone 25. IN EFFECT Feb. 18, 1906

DENVER & RIOGRANDE RAILROAD

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Through car Sait Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east-low rates for summer travel. Especial attention to ladies and chil-CURRENT TIME TABLE. In Effect Dec. 10th. 1905.

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dren. Tourist elegers through to Chicago, Boston and other points, without change, TWO TRAINS DAILY. Insuit at thest office 102 Decky Block LEAVE BALT LAKE CITY:

DENIED CHARGE OF POLITICS.

In reply to this, Mulvey stated that cause the administration was in a political race and went into the matter without knowing what it was doing. Wells and Fernstrom both denied the statement, and in reply said that the Cottonwood project had been approved months before the work was

Fernstrom stated that every attempt had been made to keep the improve-ment out of politics, and for that rea-son the administration employed Engineer Doremus, who has always been a Republican. He favored continuing Mr. Doremus on the work and allowing him and Engineer Kelsey to go ahead and complete the conduit.

Wells denied most emphatically that politics played any part in the work on the water improvements done by the past administration. He said that for almost two years before the work was commenced, the matter of improving the water system and of securing ad-ditional water was considered by Mayor Morris and his associates in an intelligent and careful manner. Their motives, he said, were unjustly impugned from time to time, and the improvement was delayed until a few months before the close of the admin-istration. He thought that the plan of Engineer Kelsey was a very expen-sive one, and urged that the unatter be fully investigated before a recommen-dation should be made by the com-mittees. He thought that her one and of dation should be made by the com-mittees. He thought that instead of going ahead and ordering the conduit plastered throughout its entire length an experiment should be made on a sec-tion of it to see whether or not it would be necessary. As to covering the conduit he contended that that could be done gradually and not all at one time and thus save the expenditure one time and thus save the expenditure of such a large lump sum at once.

FAVORED BY LEONARD.

Hobday said that he had during the ast administration favored employing an outside engineer as consulting en-gineer on the improvements as he would be free from interest or prejudice in the matter, and he still favored such in the matter, and he still favored such a plan and opposed the detention of Mr. Doremus. He said that he had heard that Mr. Doremus has always had the city engineer under his control. Black stated that he advocated sub-mitting the entire matter to a board of engineers at the time the plans were being considered, but he had been turned down by the former council. Chairman Leonard of the board of

cepted by the miners two years ago and perhaps more, F. L. Robbins of Pennsylvania and Mr. Taylor of Illinois, leaders of the operators, recog-nize their untenable position at Indian

in the mining industry April 1. The op-erators will restore the reduction ac-

apolls and have gracefully submitted to the inevitable and will pay an ad-vance to the miners," "A general strike will be averted,

"A general strike will be averted. Business will not be paralyzed by in-dustrial strife. An era of peace will be established for another period of years, and the trade agreement method of set-tling labor disputes will win new friends to its standard. "The anthracite operators must now grant an advance, in view of the ac-tion of the bituminous operators. "The details will be worked out later, and probably through a special national convention of the mine workers. "For two years it has been my deter-mined purpose to have all wage agree-

mined purpose to have all wage agree-ments of the miners terminate on the same date, so that unity of action might be secured without violating existing agreements on April 1, 1906. The first move in this direction was made in Pittsburg, Kan., in the summer of 1964, when the expiration date of the con-tract was extended from the end of August to the end of March, this year. Practically all our agreements expire March 2 are the summer of the agree March 31 next. By virtue of this agree-ment the mine workers of the country

ment the mine workers of the country are now in a position to compel the op-erators to deal with us justly. "At the recent joint convention I ad-vocated an advance for the miners be-cause I believe they are entitled to it. "The iron and steel industry and the railroads of the country-very large consumers of coal-were never more reconsumers of coal-were never more prosperous than now. From admissions made by those engaged in the produc-tion of coal and dependent largely upon the above-named industry, it must have been apparent that a few cents per ton advance to the miners must not stand in the way of the continued prosperous condition of the iron, steel and railroad interests.

"The operators at the recent Indiana-pelis convention showed the strongest evidence of the weakness of the sciencest evidence of the weakness of their posi-tion when they ignored our arguments that they could pay an advance to the mine workers at the present swilling price of coal and still make a large pro-

Every woman covets Married shapely, pretty figure, and many of them deplore the Women of the many of them deplote the loss of their girlish forms after marriage. The bearing of children is often destructive to the mother's shapeliness. All of this can be avoided,

however, by the use of Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the

use of this wonderful book, telling all about



Havana, Feb. 25.—The quarters in the form of Quanabacoa, occupied by 25 rural guards, were attacked early armed with rifles and revolvers, who suddenly entered from the resar and began shooting indiscriminately into the domitories of the sleeping soldiers, "Long live the Laberal party," and "Down with the rural guards." "As soon as the dazed soldiers real-arms and began to return the fire, whereupon the rioters field. None of them has been arrested. It was found that a sergeant had been guards were wounded. "The attack except that the rural guards reelebration of independence day to cause thereful of the speade during Saturday's reelebration of independence day to cause therefore a group of striking bakers from interfering with work in a boeal bakery. The rural guards say that the leader of the rioters wore a policeman's uniform, and they claim to have recognized some

DR. CHARLIE CAN MURDERED.

Butte, Mont., Feb. 25 .- Doctor Charlie Butte, Mont., Feb. 25.—Doctor Charlie Can, a Chinese physician, who has been a resident of Butte for 30 years, was murdered at his quarters on Colorado street at sometime during last night, robbery was probably the motive for the crime, as the Chinaman was re-puted to be wealthy. His head was crushed as if with a hammer and his throat cut. A money belt that the Chi-naman wore was missing. A Chinese was arrested on suspicion today but it is believed no definite cue to the mur. is believed no definite clue to the mur-derer has been secured.

CADETS' BODIES RECOVERED.

Gambler, O., Feb. 25 .- The charred odies of Cadets Winfield Scott Kunkles of Ashtabula, O.; J. E. Henderson of Ridge Farm, Ill., and James J. Fuller, of Warren, O., were found in the ruins of Delano Hell this afternoon.

There is no satisfactory explanation as to what caused the fire. Some are of the opinion that oily rags may have caused spontaneous combustion. The floors of the building were oiled and this in part at least accounts for the rapidty of the fire.

ADVISORY BOARD OF YALE.

St. Louis, Mo., Feb. 25.-President Arthur T. Hadley of Yale university, announced at the banquet last night of the associated Western Yale clubs, that the university corporation had decided to grant the petition for an advisory board, and stated that the board would consist of one member from every alumni association having 100 or more members, and that associations having less than 100 members would be allowed to band together until the required

SOUTHERN PACIFIC'S LOSS.

Wells, Nev., Feb. 24 .- The loss to the Southern Pacific company through yes-terday's wreck of the fast mull and freight trains at Alazon, near here, is estimated at \$100,000. Two monster lo-comotives, a mail and fifteen freight cars are smashed to kindling wood and mly fit for the scrap pile. The contents of the freight cars were

most valuable, consisting of typewrit-ers, Steteon and Panama hats and high grade silk goods. The work of picking out what can be saved of the goods was going on all day. The railroad com-pany has five detectives watching the pany has not detectives watching the goods, but many thefts are reported. Many tracks from the scene of the wreck through the snow to a number of caches have been followed and many stolen goods recovered. One cache con-

South, - Salt Lake City. G. P. & T. A. Missouri Pacific Ry., St Louis, Mo.	No. 10-For Heber, Provo and Marysvale 8:00 No. 102-For Park City 8:15 No. 6-For Denver and East. 8:50 No. 11-For Ogden and Local 10:25 No. 5-For Ogden and West. 10:25 No. 5-For Ogden and West. 145 No. 2-For Denver and East. 8:50 No. 2-For Denver and Eureka. 8:50 No. 8-For Provo and Eureka. 8:10
 Feby. 15th to April 7th, we have cheap rates from Chicago, St. Louis, Kansas City, Oma- ha and many other points to Salt Lake City. Give us the names of your friends who are coming west and we will be glad to have our representative call on them, or we can furnish tickets here. We Run Through 	No. 114-For Bingham
Standard and Tourist sleepers Salt Lake City to Chicago without change. Telephones 245. E. Drake, Dist. Pass. Agent., 100 West 2nd South St., Salt Lake City. N. L. Drew, Gen'l Agent, Denver, Colo.	NORTH WESTERN CHICAGO
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 2265 Miles Over Mountain and Plain in less than 45 hours Demonstrating That "Santa Fe" track. equipment and employees are of the Dependable Probably YOU wouldn't care to ride so fast. You the luxury of 3 Regular Trains From Utah and Colo- everywhere East and Southwest. Ask me for Tick- s and Literature. F. Warren. G. A., A. T. & S. F. Ry., 411 Dooly Block Salt Lake City. Utah. 	Chicago. Direct connection with all lines to the East. Two trains daily Omaha to St. Paul and Minneapolis; excellent service to Duluth and Superior. <i>Che Best of Everything.</i> Pullman drawing-room sleeping cars, buffet smoking and library cars, Booklovers library, dining cars, a la carto service, free reclining chair cars and standard coaches. Porturber internation spip to C. A. WALKER, Gen'l Agit C. A. N.W. Ry. 36 and 40 West Second South SL SALT LAKE CITY, UTAN.
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