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EVENING NEWS. ry 23, 1886 BY TELEGRAPH

PER WESTERN UNION TELEORIPH LINE.

AMERICAN.

Wired from Washington. WASHINGTON, 22 - The Secretary of War to day submitted to the President a report of the Fortifica ion Board. It is a long document and describes fully the necessity and advantages of better coast defenses. It is estimated it will require about \$126,000,000 to establish good system of defenses. The recom good system of defenses. The recom-mendation is made that an appropria-tion of \$21,000,000 be made at the pres-ent session of Congress to secures the necessary plant for beginning the con-struction of such heavy ordnance as will be required. The Board also sug-gests the establishment of two govern-ment foundries and recommends the

nent foundries and recomm construction of torpedo boats for har-

On reassembling this morning, the National Board of Trade adopted the following resolution presented by Mr. Samson, of Boston:

Samson, of Boston: Resolved, That we use upon Con-gress the importance of the passage of some stringent laws to prevent the under-valuation of merchandise im-ported into the United States and the prevention of fraud. Also the following, introduced by ex-,

WHEREAS, Encroachments are con-

WHEREAS, Encroachments are con-sfanily being made upon the navigable waters and harbors of the United States by the deposit of ballast and other nuterial therein, and by the con-struction of wharves and other works beyond the proper limit, so as to ma-terially interfere with navigation and harbor facilities. Therefore he it *Resolved*, That the National Board of Trade most respectively recommend the enactment of a law by Congress authorizing the Secretary of War, through the Hagtneer Department, to define the harbor limit and lines of limit of navigable water courses with-in the jurisdiction of the United States, and within which lines obstructions and within which lines obstructions shall not be permitted. Also the following, introduced by Mr.

lumbus, Ohio:

years. In every direction it is very cold and blowing at a terrific rate, dling the cuts, and in the southern part of the country making it impossi-ble to keep them clear long enough to run trains. Trains on the Southern Minnesota Division of the Milwaukee & St. Paul have been abandoned, and in Iowa and Minnesota, and will not arrive until about 10 o'clock this even-ing. None are going out on this line. On the River Division a heavy freight train is stuck in the snow drifts hear Lake City and great trouble is being experienced in getting it out. This has delayed the through train from the East until it is now about hine hours late.

ourselves if we do not lay it before our readers entire : To the Editor of the Rochester (N. Y.,)

Democrat:

LING FACTS.

late, It'is 57 degrees below zero at St. Vincent. On the western division of the Milwaukee & St. Louis, everything is all right, though there is more or less drifting. The Barlington & North-ern is badly blocked. The weather is intensely cold north and west, but the roads are not blockaded. late.

General Crook.

SAN FRANCISCO, 22.—The Examiner's Albuquerque, New Mexico, special says: Brigadier General Crook, com-

sitys: Brigadier General Crook, com-manufing the department of Arizona, and Col L. P. Bradley, Commander of the District of New Mexico, met here to-day to make necessary arrangements caused by the recent change of the district of New Mexico from the De-partment of the Missouri to the De-partment of Arizona. General Grook said the hostile Apaches had at last been driven out of the Department and had taken refuge in the Sierra Madre mountains in Chinuahua and Sonora, Old Mexico, where they were being pursited by the troops of both Repub-ics.

Shot Down With a Rifle.

Forest Crive, Ark., 22. — Hardy Nichols quarreled with his wife some days ago, accusing her of unfaithful-ness. They separated and a division of property was proposed. To-day Nichols brothers, John and Hines, called at the store of William Curtier, the woman's father, to settle matters. 'An altercation occurred and Curtier shot and instantly killed Hines Nichols with a rifle and then drew a pistol on shot and instantly killed Hines Nichols with a rife and then drew a pistol on John Nichols. It snapped and he quickly reloaded and fired at John as the latter ran. John fell 100 yards from the store mortally wounded and soon died. Gurtier fied. He is being pursued by the sheriff and posse. Maud Miller's Story.

about the fluids 1 was passing also that there were large quantities one day and very little the next, and that a persistent froth and scurp appeared upow the surface, and a sceliment set-tled. And yet I did not realize my danger, for, indeed, seeing these sym-toms continually, I finally became ac-customed to them, and my suspicion was wholly disarmed by the fact that I had no pain in the affected organs or in their vicinity. Why I should have been so blind I cannot understand! I consulted the best medical skill in the land. I visited all the famed min-eral springs in America and traveled from Maine to California. Still I grew worse. No two physicians agreed as and within which index to show the permitted on the permitted in the show the permitted of the permit at the permitted of the permitted of the permitted of the per was our last interview, but in the course of conversation Dr. Foote de-tailed to me the many remarkable cures of cases like my own which had come under his observation. As a practicing physician and a graduate of the schools, I derided the idea of any medicine outside the regular channels being in the least beneficial. So solic-itous, however, was Dr. Foote, that I finally promised I would waive my prejudice. I began its use on the first day of Jane, 1881, and took it accord-ing to directions. At first it sickened me; but this I thought was a good sign for one in my debilitated condi-tion. I continued to take it; the sick-ening sensation departed and I was frequently appealed to him to relieve her marriage. She repudiates her hus-band. She says that he is the meanest tion. I continued to take it; the sick-ening sensation departed and I was finally able to retain food upon ny stomach. In a few days I noticed a de-cided change for the better, as also did my wife and friends. My hiccoughs ceased and I experienced less pain than formerly. I was so rejoiced at this im-proved condition that, upon what I had believed but a few days before was my dwing bed. I wowed in the presence of Week. Life" in that city to sell some manuscript I had." . "Were you acquainted with the edi-"I did not even know his name. I FOREIGN. English Bi-metalism. depression. Henry R. Greenfall, a governor of the Bank of England, expressed confidence that the United States Congress would not alter the provisions of the Bland bill. Bi-metallism, Greenfall said, was of vital importance to trade and agrieulture. Thomas Sutherland, a member of BRIEF TELEGRAMS. The German ambassador has declar-ed that the German empire would up-hold monometalism.







a father could be expected to do for a child. Then he cruelly informed me that I must look out for myself in the iuture. Was this like the loving father he pretends to be? My father says he sent me to Paris after that with a wealthy friend. He doesn't say that he gave me but \$20 in money and sent me as a menial in the lady's employ. Father has never lifted his hand to help me since the day he gave me the \$20 and sent to me Paris, although I have frequently appealed 'to him to relieve UNITED STATES SENATE, Washington, D. C., Jan, 20, 1866. Hon. Thos. A. Cowgill, Chairman, Co SIR.—As one branch of the General Assembly has appointed a special com-mittee, of which you are the chairman, my distress." Miss Miller then told the story of to investigate the conduct of the democratic caucus which in January,



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CHICAGO, ROCK ISLAND & PACIFIC RAILWAY , reason of its central position and close relation to all principal lines East and , est, at initial and terminal points, constitutes the most important mid-couti-initial and terminal points, constitutes the most important mid-couti-set travel and traffic between citles of the Atlantic and Pacific Coasts. It also the favorite and best route to and from points East, Northeest and isocheest, and corresponding points West, Northwest and Bouthwest. The Rock Island system includes in its main line and branches, Chicago, isocheest, and corresponding points West, Northwest and Bock Island, in Illinois; venport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West , 'serty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, dubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, - enton, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, - Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesots; Watertown in - barota, and hundreds of intermediate cities, towns, villages and stations.

THE CREAT ROCK ISLAND ROUTE

THE CREAT ROCK ISLAND ROUTE wroughly ballasted road-bed; smooth tracks of continuous steel rail; sub-antially built culverts and bridges; rolling stock as near perfection as antially built culverts and bridges; rolling stock as near perfection as an skill can make it; the safety appliances of patent builers platforms if air-brakes; and that exacting discipline which governs the practical connecting points in Union Depots, and the unsurpassed comforts and the fast Express Trains between Chicago and the Missouri River are com-sed of well ventilated, inely upholstered Day Conches Magnificent Pullman accessing cooked meals are leisurely cate, "good Digestion waiting on the faste also run the Celebrated Rechning Chair Cars. THE FAMOURS ALREET LEA POULTE

Chison, are also run the Celebrated Reclining Chair Cars. THE FAMOUS ALBERT LEA ROUTE is the direct and favorite line between Chicago and Minneapolis and St. Paul. is the direct and favorite line between Chicago and Minneapolis and St. Paul. is the direct and favorite line between Chicago and Minneapolis and St. Paul. is the direct and favorite line between Chicago and Minneapolis and St. Paul. is the direct and favorite line between Chicago and Minneapolis and St. Paul. is the direct and favorite line between Chicago and Minneapolis and in the Territories and British Provinces. Over this route, Fast Express Trains are run to the intering places, summer resorts, picturesque localities, and hunting and fish-is grounds of lows and Minnesota. It is also the most desirable route to the in wheat faids and pastoral lands of interior Dakota. Still and St. Paul and Kankakee, has been opened wean Newport News, Richmond, Cincinnati, Indianapolis, and Lainyette and Council Bluffa Kansas City, Minneapolis and St. Paul and Intermediate ptints. For detailed information see Maps and Folders, obtainable, as well as incide as all principal Ticket Offices in the Unived States and Canada; or inderessing

R. R. CABLE, Beident and Seneral Manager, Chicago. Beneral lick & and Patranger Agent, Chicago.

