DESERET EVENING NEWS.

TRUTH AND LIBERTY.

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LAST NIGHT'S NEWS

The London "News" Says the Imprisonment of Sullivan is a National Scandal.

The Republican Majority of One in the Senate Preparing for Business.

Report of the Inter-State Commerce Commission to the Secretary of the Interior.

The Continuation of the Fidelity Bank Investigation and Other Criminal Cases.

No Choice for President in France Yet, But All Quiet.—Other Items.

By Telegraph to the NEWS.

Irish Items.

LONDON, Dec. 2.—The *Daily News* says the imprisonment of Lord Mayor Sullivan is a national scandal. He is a man of the highest character, both publicly and privately. The question which the people of Great Britain are asking in

SHAME AND ANGER

is, what manner of law is this which converts such men into criminals?

The *Standard* says: We are sincerely sorry for Sullivan, but if he is imprisoned the fault is solely his own.

Timothy Harrington, member of Parliament for the Harbor division of Dublin, was arrested today in this city. He is a brother of Edward Harrington, member of Parliament, who was arrested at Tracle yesterday.

A gentleman supposed to be James Gilhooly, the nationalist member of Parliament, was arrested at Cork today.

LONDON, Dec. 2.—Gladstone in a letter contends that the dissidents departed from the whig traditions in opposing constitutional reforms in Ireland and have narrowed the

SPIRIT AND AIMS

of the liberal party, breaking the old and invulnerable habit of the liberal party in England, which heretofore regarded the liberal aristocracy and liberal leisure class as the natural leaders of the liberal movement. Thus the dissidents have separated the classes from the masses. He fears the permanent weakening of the party, unless the higher classes of dissidents return their allegiance to the old principles.

WASHINGTON,

Democratic Caucus — Inter-State Commerce Report, Etc.

WASHINGTON, Dec. 2.—A caucus of democratic senators was held today, to which an informal report of the caucus committee was submitted respecting the decision of the cases of Senator Turpie, of Indiana, and Faulkner, of West Virginia. The matter was discussed at considerable length, but no line of action was reached and it was put over to tomorrow at 12 o'clock, to which hour the caucus adjourned.

The final course of procedure is to swear in new senators two at a time in the order of their names on the alphabetical list. The two parties are exactly equal in strength at the start, but with the administration of the oath to the first senator on the list (Mr. Aldrich), the republicans will

HAVE A MAJORITY,

and can control the current of events if no dilatory proceedings are resorted to. Members of both parties are studying the press closely, with a view to meeting any attempts by opponents to secure the advantage. The democrats have caused telegrams to be sent their absentees, summoning them to be present tomorrow and Monday. The absentees today were Senators George, Hearst, Blodgett, Hampton, Gibson, Colquitt and Salisbury.

The first annual report of the Inter-State Commerce Commission has been laid before the Secretary of the Interior.

After dwelling briefly upon the magnitude of the interest which the act undertakes to regulate, the commission devotes a dozen pages to a

HISTORIC SKETCH

of the country's transportation facilities, from the packhorse and canoe of the earliest days to the mammoth institution of the present year, tracing back to their origin all these uses and abuses which finally led to the passage of the inter-state act. The commission says some of the railroad practices which the act undertakes to bring to an end, have been common among carriers by water also, and if wrong in themselves, might justly be forbidden in their case as well. The commission is of the opinion that the express business done by the railroad companies themselves comes within the act; whether express companies which are independent of the railroads are within the contemplation of the act, is more doubtful. In regard to

SLEEPING CAR

companies, live stock car companies and oil companies which transport in tank cars, the commission say that they are as much subject to temptation to discriminate as the railroads are, and the fact is laid before Congress for such action as it may choose to take.

The long and short haul clause is exhaustively discussed, together with the reasons of the commission for temporarily suspending the provisions in certain sections, and they say in part: The considerations which were influential in determining whether these temporary orders should be granted were not more for the relief of the carriers from the danger of loss than from the prevention of the threatened disturbance of the business interests in certain localities which, by its reflex action, seemed liable to embarrass the entire country.

THE COMMISSION

takes pleasure in being able to report that in large sections of the country obedience to the general letter of the 4th section is without important exception. Reviewing the railway operations during the period which has elapsed since the act took place, the commission says that while less has been done in the direction of carrying freight tariffs into conformity with the general rule prescribed by the 4th section than some persons expected, there has nevertheless been a gratifying advance in that direction, and there is every reason to believe that this will continue.

The commission, after quoting the section which empowers it to "inquire into the business of all common carriers," says: "This is an

IMPORTANT PROVISION,

and the commission will, no doubt, have frequent occasion to take action under it. There is every reason to believe that some of the most serious practices which were notorious in railway service before the passage of the act, and were in legislative minds as reasons for its enactment, have now almost ceased to exist. One of these was the giving of special and secret rebates. Complaints of unjust discrimination and giving undue preference by open rates are still frequent and in the existing tariffs are many rates which, as compared with others made by some carriers, seem to be unfair and oppressive." Being now compelled to justify their rates when called on, the commissioner finds that it makes the managers more cautious about doing injustice. On the subject of

COMPLAINTS

the report says that in the majority of cases, the complainant has been found to be mistaken in the facts; or, if wronged, it has been through the carelessness or mistake of an agent, which the carrier has readily corrected. The commissioner urges the desirability of a uniform freight classification throughout the country, but doubts the ability to reach the matter by legislation, while without it there is a gradual approach to uniformity effected by the railroads themselves.

The pooling of freights, and of railroad earnings, so far as the commission has knowledge or information on the subject, came to an end when the act took effect, but, as pooling was only one of the several purposes had in view in forming railroad associations, the leading associations have not been dissolved but have continued in existence for

OTHER OBJECTS.

Among these objects are the making of regulations for uninterrupted and harmonious railroad communication and the exchange of traffic within the territory embraced by their workings. Some of the regulations, in addition to those made by law, are almost if not altogether indispensable. Thus, while the seventh section of the act forbids carriers preventing shipments from being continuous by a device of changing time schedules, carriage in different cars, etc., it has not undertaken to provide for the making of such time schedules as would furnish continuous shipment or to prescribe rules for the loading and movement of cars for that purpose. In the chapter upon reasonable charges the commission says: Of the duties devolved on the commission by the act to regulate commerce, what is more perplexing and difficult than that of passing upon complaints made of rates as

BEING UNREASONABLE?

The question of the reasonableness of rates involves so many considerations and is affected by so many circumstances and conditions that it is quite impossible to deal with it on purely mathematical principles. A study of the act to regulate commerce has satisfied the commission that it was intended in its passage to preserve for the people the benefits of competition as between the several transportation lines. If that shall be done, the towns which have great natural advantages or advantages acquired by large expenditures of money in establishing new thoroughfares of commerce, will have cheaper rates than can ordinarily be obtained by towns less favorably situated. The commission finds that the operation of the law has in general been beneficial; that it tends to increase railroad earnings, while the tendency of rates has

BEEN DOWNWARD.

These facts are attributed to an increased movement of materials, induced by faith in the stability and fairness of the charges.

On the subject of amendments to the law, the report says: The commission has not seen occasion for recommending any very considerable changes in the act under which its work is performed. The general features of the act are founded on principles that will stand the test of time and experience. Incidentally in this report, some need of amendment has been pointed out, and especially Congress should indicate in plain terms whether the express business and all other carriers' business should be governed by its provisions. The provision against a sudden raising of rates ought to be clearly made applicable to joint rates as well as to others. The commission ought also to have authority to bring

ABOUT UNANIMITY

of the method of publishing rates, and to carefully examine, collect and supervise the schedules, contracts, etc., required by law to be filed, as well as properly to handle the mass of statistical information called for by the twelfth section.

Other matters and particularly whether transportation by water shall be made subject to the act, are submitted to Congress without recommendation.

CRIMINAL CASES.

The Harper Trial and Other Matters

CINCINNATI, Dec. 2.—At the opening of the Harper trial Mr. Schofield, of the First National Bank of New York, explained the accounts of his bank with the Fidelity stating that the Fidelity's general account showed a credit of $500,000 while their special account showed a deficit of $500,000. He said it was an agreement that the special account was not to be drawn. Bank Examiner Powell, who was the government's agent in the closing of the doors of the Fidelity last June, told his story, how he was begged by Harper to pass the examination and was then asked to telegraph to the comptroller of currency for authority to not make the examination. He then found in the till late memorandum checks as cash representing $600,000.

BRIGGS SWIFT,

president, said he never knew of them till then. Harper, when asked for an explanation, walked away in silence. Mr Powell, discount clerk, showed that the discounts to the amount of $142,000 were made between January and June, but most of them remained uncollected. The defense then drew from witness the statement that W. H. Chatfield, one of the directors of the bank, was one in whose name the discounts appeared as late as June 18. W. A. Lucias, general book keeper, testified that the letter of advice was from a party who had no funds in the bank. Harper took that letter and draft and it appears in Harper's account with his endorsement.

Paul D. Ashbrook, the individual book-keeper of the Fidelity National Bank, said that Harper's account was frequently overdrawn. At one time in May, it was overdrawn $16,000. Witness read the fluctuations of Harper's and

OTHER ACCOUNTS

in which he was interested from January to June. Nearly all were overdrawn at some time. When Briggs Swift, president of the Fidelity Bank, came to the stand he was asked if he knew his bank was engaged in the wheat deal. "I did not," was his blunt answer. He then went on to say that he asked Harper in January last if he was in the wheat deal, and Harper said he had not a dollar in it. "Later, I sent him a letter, asking him some questions and he answered by letter, saying he had no interest whatever in the matter, and if any man said he had he was a liar. Afterwards I spoke to him about it, and he always contradicted the rumors that he was in the deal. When the public began to suspect the Fidelity Bank, I wanted to restore confidence. I went to the bank with Richard Smith, of the *Gazette*, who had known me for years, and together we

CATECHISED HARPER

on the subject. We put him on the stand and he denied it. Then Mr. Smith, upon my assurance, and upon Harper's express statement, wrote an editorial denying the Fidelity Bank was mixed up in the affair. This was but a few days before the failure."

During his examination Swift said when he was in the city he spent three or four hours each day at the bank, but that he was away from the city part of the summer and winter, and that at these times Harper attended to his duties. He never examined the books of the discount book-keeper, nor had he ever for the benefit of the bank examined things critically to see now the business was being carried on, although he had opportunity to examine all things connected with the bank.

ARENSDORF'S TRIAL.

SIOUX CITY, Iowa, Dec. 2.—Today has been one of the most important days in the trial of Arensdorf, for the murder of Haddock. Hon. Byron Webster, of Dubuque, United States revenue collector, testified that from about 10 o'clock until the fatal shot was fired, on the night of the murder, he was in Sheperd's saloon and restaurant, and that Arensdorf was not there. The importance of this evidence consists in the fact that Sheperd's saloon is the place where Arensdorf located himself at the moment of the murder and for some time before and is a vital point of the alibi.

CHICAGO, Dec. 2.—George Shirle, an avowed German anarchist, was today fined $150 on the charges of disorderly conduct and carrying

CONCEALED WEAPONS.

While intoxicated Shirle attacked a policeman who was helping him across a slippery pavement. In the station Shirle declared he had purchased the revolver to kill the policeman. He had a full box of cartridges in his possession also.

CLEVELAND, Ohio, Dec. 2.—John Coughlin, the partner of "Blinky" Morgan, indicted for the murder of Detective Hulligan, was found guilty of murder in the first degree, at Ravenna, this afternoon. A motion for a new trial was filed.

ST. PAUL, Dec. 2.—*Pioneer Press* special from Pierre, Dakota: Jumping Dog, the Indian who fired the Cheyenne agency a few days ago, was captured last night. This morning he stabbed two of his guards to death with spears and then suicided.

THE CRISIS.

No Choice for President Yet.—All Quiet.

PARIS, Dec. 2.—In the second ballot 338 senators and deputies voted. The result was: M. De Freycinet, 190 votes; M. Brisson, 84; M. Sadicarnot, 27; M. Floquet, 26: M. Ferry, 11. Only members of the republican group took part in the ballots.

At 4:30 p. m. groups of people had began to assemble in front of the Palace Bourbon.

LOUISE MICHEL

attempted to force an entrance into the building, and was again placed under arrest.

A number of radicals went to the Hotel de Ville to request the municipal council to join the deputation which will call upon the leaders of the extreme left to protest against the election of M. Ferry to the presidency.

In pursuance of the order to the generals to join their commands, Gen. Boulanger has returned to Clermont-Ferrand, his headquarters.

Evening.—On the pretext that the republic was threatened, hundreds of revolutionists and socialists, followed by a crowd composed of all elements, started for the Hotel de Ville. The police and cavalry charged the mob, which retaliated with a

VOLLEY OF STONES.

A number of persons were wounded. The mob was dispersed.

The municipal council has decided to continue in permanent session.

MM. Camellinat and Duxuory, extremist deputies, with Rochefort of the *Intransigeant*, tried to harangue the crowd in front of the Palace de Bourbon, but were prevented by the police. Afterwards they proceeded to the Hotel de Ville, followed by the mob. The guards dispersed the crowd, but permitted the two deputies to enter. The municipal council was then discussing the proposal to proceed to the Palace de Bourbon tomorrow, to demand that the chamber save the republic. M. Camellinat obtained a fervent hearing, and the municipal council agreed, by a vote of 54 to 18, to ask an audience with the Chamber of Deputies.

ALL QUIET.

Midnight—There was much less excitement in the city tonight than last night. Knots of curious people collected from time to time, but were easily dispersed.

Senators and moderate deputies generally abstain from taking part in today's test ballotting. The plenary meeting to be held tomorrow morning will afford better indications of the final result.

Some serious rioting occurred in the Place de la Concorde during the evening. The mounted guard charged the crowd and shots were fired at the police. The latter were reinforced by infantry and a charge was made in which sixty persons were injured. At a socialist meeting in the Salle Favie, violent speeches were made and the crowd shouted, "*a bas Ferry!*" "*Vive Boulanger!*"

IN THE LOBBY

of the chamber, financiers interested in the Panama and Suez canal shares, made strenuous efforts to secure the election of Freycinet or Ferry, favoring Ferry because they think he would eagerly protect the French interests in the Panama Canal.

A reporter resembling Wilson had a narrow escape from being thrown into the Seine by the mob.

There was a stirring discussion at the meeting of the municipal council today, on the action of the prefect of the Seine, at whose order the government had the underground passage leading from the Hotel de Ville to the police barracks cleared and gave the keys to the colonel of the republican guard.

The prefect explained that the government was determined to

INSURE THE SAFETY

of the public edifice. Finally, the order of the day was adopted, calling on the prefect to deliver the keys to the sindic of the council and take no further protective measures.

The revolutionary parties and press are sparing no efforts to cite the mob to violence. Rouvier expressed himself last evening, saying if Ferry is elected President, it will be his duty to see him safely housed in the Elysee Palace. He is confident he will be able to do it, although it will be no easy task. Peliatip and other radicals are credited with saying Ferry will have to wade through blood to reach the Elysee Palace.

The theatres were almost deserted tonight and the hotels patronized by foreigners are rapidly being emptied. There were large withdrawals of bank deposits during the day. In

THE BALLOTING

in the chamber, the deputies who advised Grevy not to resign, voted against him. The Comte de Paris instructed the members of the right to vote for General Saussier before he knew the latter had withdrawn.

Cutting Wants Damages.

CITY OF MEXICO, (via Galveston) Dec. 2.—It is believed in well informed cirles that the United States has transmitted to the government of Mexico a claim in behalf of Cutting. There is much excitement over the matter on all hands, and the opinion is freely expressed that the nation will never sustain the government in paying such a claim. The *National* urges the press of the country to protest with one voice against the claim.

Death by Laudanum.

DENVER, Col., Dec. 2.—Coroner C. K. McPatton, one of the most popular men in the city, was found dead in his bed today, the effect of an overdose of laudanum. Deceased had considerable domestic trouble lately, and for several days and nights he has been nervous and unable to eat or sleep. It is thought the drug was taken to produce sleep, and that there was no suicidal intent. He was a native of Louisville, in high standing in the order of Knights of Pythias, being supreme representative.

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Dr. Edward G. Love, formerly analytical chemist for the U. S. Government, who made the analyses for the New York State Board of Health in their investigation of baking powders, and whose intimate knowledge of the ingredients of all those sold in this market enables him to speak authoritatively, says of the purity, wholesomeness, and superior quality of the "Royal":

"I have tested a package of Royal Baking Powder which I purchased in the open market, and find it composed of pure and wholesome ingredients. It is a cream of tartar powder of a high degree of merit, and does not contain either alum or phosphates, or any injurious substance.

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"U. S. Government Chemist."

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We carry everything necessary for the conducting of a
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STRAYED OR STOLEN.

TWO YEARLING BAY HORSE COLTS, one has three white feet and white spot in forehead; the other has a white spot in forehead. Each colt is branded

on off thigh.

They were taken to herd by George R. Morris & Sons, last spring, in what is known as Harker's Cañon, Salt Lake County.

Any person returning said colts, or giving information that will lead to their recovery to Angus M. Cannon, Salt Lake City, or of Wm. Newbold, North Jordan, Salt Lake Co., will be liberally rewarded. d&w

ISAAC BARTON. A. B. TORONTO. A. F. GEDDES.
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WE ARE PLEASED TO INFORM THE public that our increased trade has demanded unusually large purchases of Fall and Winter Goods. We have enlarged our store to make room for our new stock, and secured the services of A. S. Geddes to assist in the management of the business; so that we now can suit all. Our lines in men's, boys' and children's CLOTHING, FURNISHINGS, UNDERWEAR, HATS, CAPS, etc., are complete, and will be sold at prices that will compare with the lowest. Mr. Geddes is a member of the firm, but has been employed, for the last four years, as principal of the 16th District School.
We kindly invite our many friends and the public generally to give us a call.

NOTICE TO CREDITORS.

Estate of Arthur Porcher, Deceased.

NOTICE IS HEREBY GIVEN BY THE undersigned, Administrator of the Estate of Arthur Porcher, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within four months after the first publication of this notice to the said administrator, at No. 533 East, Third South Street, Salt Lake City, in the County of Salt Lake.
Dated at Salt Lake City, October 17, 1887.
ROBERT PORCHER,
Administrator of Estate of Arthur Porcher, deceased. oaw d4w

NOTICE TO CREDITORS.

Estate of Robert Dye, Deceased.

NOTICE IS HEREBY GIVEN BY THE undersigned, Executors of the last Will and Testament of Robert Dye, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within ten months after the first publication of this notice, to Caroline E. Dye, at her store, Main Street, Salt Lake City, in the County of Salt Lake.
Dated November 21st, 1887.
CAROLINE E. DYE,
JOHN REEVE,
Executors of the last Will and Testament of Robert Dye, deceased. doaw 4w

NOTICE TO CREDITORS.

Estate of A. N. Macfarlane, Deceased.

NOTICE IS HEREBY GIVEN BY THE undersigned, Executrix of the Last Will and Testament of Andrew N. Macfarlane, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within four months after the first publication of this notice, to the said Executrix at the Office of James H. Moyle, Attorney, Hooper & Eldredge Block, Salt Lake City, in the County of Salt Lake.
Dated November 3th, 1887.
ELIZABETH J. MACFARLANE,
Executrix of the Last Will and Testament, of Andrew N. Macfarlane, deceased. d oaw 5t

CASH
Paid for Clean,
DRY STRAW
AT THE
DESERET PAPER MILL,
Mouth of Big Cottonwood,
AT THE RATE OF
$5.00 per ton Loose,
OR
$6.00 per ton Baled.
d&s

DENVER AND
Rio Grande Western
RAILWAY.
THE POPULAR
Passenger Route
BETWEEN THE
EAST AND WEST!
THE ONLY LINE
BETWEEN
Salt Lake City and Denver,
Without Change of Cars.
PULLMAN BUFFET
AND
Sleeping Cars
ON ALL THROUGH PASSENGER TRAINS.
☞ The Only Line from Salt Lake City Running SLEEPING CARS FREE for the use of Passengers holding Second-class and Emigrant Tickets. ☞
TWO THROUGH TRAINS RUN DAILY EACH WAY.
ATLANTIC MAIL.
Leaves Ogden, 9.10 a. m.; Salt Lake City, 10.40 a. m.
ATLANTIC EXPRESS.
Leaves Ogden, 9.30 p.m.; Salt Lake City, 10.55 p.m. Both Trains make direct connections at Pueblo and Denver, for Kansas City, Omaha and All Points East.
PACIFIC EXPRESS.
Arrives Salt Lake City, 6.35 a. m.; Ogden 8. a. m. Making direct connection with Central Pacific Trains at Ogden for All Points West.
PACIFIC MAIL.
Arrives Salt Lake City, 5.50 p. m.; Ogden, 7.20 p. m.
LOCAL TRAINS.
Leave Salt Lake City, for Bingham and Wasatch, 7.15 a. m.
Leave Salt Lake City, for Ogden, 6.40 a.m., and 6.00 p. m.
Arrive Salt Lake City, from Bingham and Wasatch, 4.30 p. m.
Arrive Salt Lake City, from Ogden, 10.30 a. m. and 10.30 p. m.
☞ Tickets for all Points East and West can be purchased at the Depot Office and City Ticket Office, White House corner, Salt Lake City.
W. H. BANCROFT, Gen. Supt. D. C. DODGE, Gen. Manager. J. M. BENNETT, Gen. Pass. Agt.