

DESERTER'S NEWS.

TRUTH AND LIBERTY.

VOL. XVI.

SALT LAKE CITY, UTAH TERRITORY, WEDNESDAY EVENING, DEC. 20, 1882.

NO. 25

CHICAGO TRADE.

KEITH BROTHERS,
Wholesale and Jobbers of
FINE LUGGERS & MEN'S FURNISHING GOODS.
FIFTH FLOOR, 202 Madison Street,
CHICAGO.

JOHN C. NEEMES & CO.,
MANUFACTURERS

CONFECTIONERS
20, 22, & 24 MICHIGAN AVENUE,
CHICAGO.

Our Goods are kept by Z. C. M. I. in the Branch
Stores and Dealers generally in the Territory.
4309 17

ESTABLISHED 1850
Palmer, Fuller & Co.,

Sash, Doors & Blinds,
MOULDING,
Baths, Pans, Church Finishes, Stairs,
Knee Railings, Balusters, Nosing, Etc.

CHICAGO, ILL.
Our Goods are constantly kept in Stock by
the largest Lumber Dealers in Salt Lake
City and Ogden. Price Lists and Moulding
schedules sent upon application.

STAR HORSE NAILS!
REGISTERED OR BLANK
Will hold a Shoe on
longer than any
other.

1887 We guarantee our Nails to be
equal to Quality and Durability to
any make.

1887 Made from the Best Nor-
way Iron. Finished off ready
to drive, by the

UNION HORSE NAIL COMPANY,
CHICAGO.

For Sale by Z. C. M. I. and its Branch
Stores and Dealers generally.

IN ARTICLE OF WORLD-WIDE RENOWN
FAIRBANK'S PURE REFINED LARD.

TRY IT.
N. K. FAIRBANK & CO.,
CHICAGO.

For Sale by Z. C. M. I. and its Branch
Stores and Dealers generally.

Lugget & Myers Tobacco Co.,
MANUFACTURERS OF THE
Star, "74," Sledge, Clipper,
Cotton, and other brands of
TOBACCO.

For Sale by Z. C. M. I. and its Branch
Stores and Dealers generally.

HAZARD POWDER!
Offer, 63, Pine St., New York.

For Sale by Z. C. M. I. and its Branch
Stores and Dealers generally.

DR. ROMANIA B. PRATT,
OFFICE OVER COBBE & PITTS
DRUG STORE.

Special attention given to Diseases of
Eye, Ear, Nose and Throat,
Contracted and Hereditary.

Office hours from 10 a. m. to 6 p. m.
Telephone communication at Office and
Residence—Second South St., between
10th and 11th East.

HAYNES & SON,
STEAM BOILER MAKERS,
180 A DULUTH, CHILDS, KETTLES, PINS, ETC.

Shop, 24 Blocks East of 2nd St.,
SALT LAKE CITY.

ALL WORK GUARANTEED.
Refer to any Work done by us with Pleasure.

Denver and Rio Grande Railway.
NOTICE TO PASSENGERS.

ON and AFTER WEDNESDAY, DE-
cember 20, 1882, Trains will Leave and
Arrive at Salt Lake, from temporary station,
corner of Second South and Fifth West Sts.,
as follows:

Train between Salt Lake and
Denver, leaving Salt Lake, 7:30 a. m.
7:40 a. m. and 8:30 p. m.

Train between Salt Lake and
Denver, leaving Salt Lake, 7:30 a. m.
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NEW YORK TRADE.

ROYAL
Baking Powder

BAKING
POWDER

Absolutely Pure.

This powder is a pure, white, and
economical than the ordinary kind, and
not only is it free from the possibility of
low test, short weight, or other adulteration,
but it is also free from any possibility of
poison.

Sold only in name. ROYAL BAKING POWDER
CO., 100 Wall Street, New York.

A. W. FABER'S
STATIONERIES & ARTISTS' MATERIALS.

MAY BE HAD AT
Z. C. M. I.,
Gold Pens and Pencil Cases, Pen-
holders, Rubber Goods,
Lead Pencils, Etc.

BATES, REED & COOLEY,
IMPORTERS AND JOBBERS OF
Silk and Fancy Dry Goods

Including a Full and complete line of
Prints, Ginghams and Domestic.

345 BAY, 347 Broadway, No. 92, and 94 Leonard
Street, NEW YORK.

DUNHAM, BUCKLEY & CO.,
IMPORTERS AND JOBBERS OF
DRY GOODS,

NOTIONS,
WHITE GOODS, ETC.

No. 540 Broadway, NEW YORK.
J. H. BRADLEY.

THOS. M. ARGALL & CO.,
MANUFACTURERS OF
MENS' AND BOYS'
CLOTHING.

50 BROADWAY,
NEW YORK.

HEMPHILL, HAMLIN & CO.
CARPETING,
FLOOR OILS, DRUGS, MATS, ETC.

342 & 344 Broadway,
NEW YORK.

B. W. MERRIAM & CO.,
MANUFACTURERS OF AND DEALERS IN
LOOKING GLASSES

OF EVERY DESCRIPTION
No. 377 Broadway,
NEW YORK.

PECK BROS. & CO.,
MANUFACTURERS OF
BRASS & PLATED WORK FOR WATER GAS & STEAM.

JOBBERS IN
Plumbers Materials,
13 DEKMAN STREET,
NEW YORK.

TEFFI, WELER & CO.,
Importers and Jobbers of
DRY GOODS,

320, 322, 324, 326, 328, 330, Broadway,
NEW YORK.

BRINCKERHOFF, TURNER & CO.,
100 Duane St., NEW YORK.

Manufacturers of and Dealers in COY-
TON, "W. H. B. C.," "Woodbury," "Duck"
and "Pittsburgh" and other favorite
brands, all made in New York, and of the
best quality.

BUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GEL.
COTTON CLOTHING of all numbers,
14 to 150 inches wide, for Dress, Car, Truck
and Wagon Covers, Machine Aprons and
other purposes, constantly in stock and made
to order.

Agents for U. S. Bunting Co., "Standard"
and "Eagle" by the Case or Retail quantity.
These Goods can be obtained at Z. C. M. I.

USE
CLARK'S
TRADE
MARK
ONT
MARK
SPOOL COTTON.

GEORGE A. CLARK,
SOLE AGENT.

The BEST and MOST POPULAR
Spool Thread of Modern Times.

BEWARE OF IMITATIONS.
A Complete Assortment
FOR SALE BY
Z. C. M. I.,
Branches and Dealers Everywhere.

BY TELEGRAPH.

SENATE.
WASHINGTON, 19.—A bill was in-
troduced by Harris, repealing the
10th section of the act to prevent
the introduction of contagious dis-
eases into the United States; refer-
red.

Consideration of the Indian ap-
propriation bill was resumed, Plumb
objecting to Sherman's attempt to
get the bonded spirits bill up.

The civil service bill was laid aside,
and the Indian appropriation bill
considered. Beck's amendment to
prevent the Crow agency from being
point east of the Big Horn River
near Fort Custer was agreed to. The
bill passed.

The bonded liquor bill was consid-
ered.

HOUSE.
WASHINGTON, 19.—Butterworth
reported the army appropriation bill,
and will ask its consideration after
the Postoffice bill is disposed of.

The speaker presented requests for
leave of absence. Many objections
were raised, but several were grant-
ed.

Berry introduced a bill for the re-
lief of the widow of Rear Admiral
McDougal.

He denounced yesterday's pro-
ceedings as a farce.

After a warm debate the House,
127 to 101, agreed to take a holiday
recess from December 22nd to Janu-
ary 2nd. The House proceeded with
the introduction of bills for refer-
ence, then the committee considered
the postoffice appropriation bill.

In the Pacific Railway bill, the case
of the Postal bill, Hewitt confessed
that he didn't believe they would be
able to pay. But one barrier was in
the way; the obligations of the peo-
ple to take these roads that were in
the operation of Thurman's sinking
fund account. When that bill was
passed it was believed funds would
be provided sufficient at least to
liquidate the prior debts, but in the
report of the Committee on the Pacific
Railroads, was a statement that
when the debt matures there would
be due the Government \$71,000,000.

Add to this \$22,000,000 of
first mortgage bonds, and it would
be seen that \$133,000,000 was the
immense lien that would be on these
roads. It had not been understood
that the policy of these companies
was to secure their own roads, in-
dependent of their own roads, and
be secured to see them absorbed by
the government.

And the people of the country would
be brought face to face with admin-
istrating and owning railroads. The
proposition brought before the
House would diminish the sinking
fund by the amount of 50 per cent
of the compensation now allowed for
carrying the mails, for that money
went into the sinking fund. What
ought Congress to do? To diminish
the means for the payment of the
government debt? Or ought
these means to be increased? The
city of Congress was in a dilemma.

The Thurman act had been
held to be unconstitutional. If
legislation of the kind now proposed
be held unconstitutional, valuable
time would be lost. If the commit-
tee on appropriations would amend
this proposition by striking out the
provision that the companies should
take one-half compensation, and in-
sert in lieu thereof a provision that
they should pay into the sinking
fund a sum equal to 50 per cent
of the amount now allowed by law,
he would support it.

Robeson suggested that this
amounted to exactly the same thing.

Hewitt replied that it did not. He
wanted to have it remain in the
sinking fund, every dollar, which
was including the fifty per cent,
which the gentleman proposed to
take out of it, and he would vote for
a proposition requiring the com-
panies to pay in addition a sum equal
to fifty per cent of the amount they
drew out by law. In other words,
he wanted to secure to the govern-
ment a fund for the payment of the
debt.

Holman, of Indiana, offered and
advocated an amendment providing
that land grant roads as distinguished
from those which have also re-
ceived bonded subsidies, shall be
paid only fifty per cent of the com-
pensation allowed other roads which
did not receive government aid.

He contended the decision of the
Supreme Court in the U. P. case
did not decide, but on the contrary,
carefully avoided saying Congress
could not alter, amend or repeal
the original charters. It was no
hardship to require railroads
which received imperial subsidies,
to transport mails at less compen-
sation than paid other corporations
which had not received such grants.

Anderson, of Kansas, opposed the
position taken by Caswell, that the
companies had waived their right
Congress could not interfere with it.
It was consistent where they had
waived their right to compensation
that they should receive a reasonable
compensation for carrying the mails. He
asserted the Pacific roads received a
much higher compensation than
other roads calculated on the same
basis.

He contended the Pacific roads received
three times the amount paid other
lines; and yet this magnificent com-
pany actually had the audacity,
calculated on the same basis, to
demand and divert to come to Con-
gress and say they must be paid ex-
cess rates, and notwithstanding all
his friend, Col. Robt. Ingersoll, is
actually in a hurry to abolish his
(Laughter).

McLane, of Maryland, held it was
entirely safe for the Pacific com-
panies to administer their affairs,
and that they could not be taken
for the government except in a sinking
fund.

Caswell, it would never do for
the government to place itself on the
line of repudiation, and say it
would not stand manfully by its
contracts, and set an example for
private persons everywhere.

He contended that the Pacific
roads, of New York, and
Holman's amendment, but advocated
that offered by Robeson.

Robeson stated the object of his
amendment was to bring the Pacific
roads down to the compensation granted
other roads. He repudiated the idea
that Congress had no power to do so,
and declared there was any wiser
right in the companies, which
valued them to say, their charters
should not be amended.

Pending action, the committee
rose.

The speaker announced that the
report at the burial of Representative
Orth, of Indiana, Messrs. McKim,
Kilgus, Steele, Wilson, Davis,
of Illinois; Orms, and Ross.

AMERICAN.
WASHINGTON, 19.—The U. S. Fi-
scal, pension and claim agent, is
arrested on a charge of forging the
name of William Grant on the back
of a note for \$100,000.

St. Louis, 19.—Clark N. K. Falk-
land, going to pay his men at this
evening, was set upon and robbed of
\$1,800, no clue.

Dallas, Texas, 19.—A man giving
the name of George Coleman, vic-
timized the City National Bank of
\$5,000 with a bogus draft on the
National Park Bank, New York.

Dallas, Texas, 19.—Nine prisoners
recently escaped from Pleasanton
jail, creating a reign of terror in
that county, stealing horses and
shooting at citizens. Last night
they captured Mr. Lewis and took
him to the woods and hid him with
bullets.

Near Corpus Christi, Henry Wil-
der, a wealthy stock man, and Dick
Lynn shot Wilder dead.

Baltimore, 19.—A notorious Chi-
nese gambling den, on North Liber-
ty Street, was raided last night by
police, and a dozen Chinese gamblers
and all the paraphernalia captured. The
place was raided by Hop Sing under
the guise of a laundry. In the rear
in a good sized room, the game was
carried on. Upon the entrance of
the officers, the former chief of the
place was changed to a perfect bot-
tom.

Chinamen ran hither and
thither, but failed to escape. Several
managed to reach the water, and
these conceal themselves, but all
were captured. One was found
rolled up like a ball and presented a
ludicrous sight. They were found in
an out-house, locked in each other's
arms, speechless with fright. A
quantity of Chinese money and sev-
eral hundred dollars in U. S. cur-
rency were found. The police are
investigating as to how the money
came to be in the place.

The Railroads.
NEW YORK, 19.—George C. Rice,
ex-president of the Utica, Ithaca &
Elmira Railway Company, waived
further examination to-day, and
awaits in the Tombs the result of
the grand jury. Four charges are
preferred against Rice by Henry S.
King, of London, one for embezzle-
ment, two for forgery, and one for
larceny.

The president, vice-presidents
and general managers of the Califor-
nia, Santa Fe and Great Northern
roads who, for the past few days,
have been in session at the Windsor
Hotel, to-day arranged all the de-
tails of a joint agreement with the
ex-president of the Union Pacific
division, which will be the points of
division, which will be the points of
division, which will be the points of
division.

He found it greatly improved
in every respect, but returning east
for a veritable panic prevailed. The
result of all his inquiries have
been a curious insight into the
ways of Wall Street. A list
of the names of the various roads
and the reports successively that
were day by day telegraphed over the
country, especially to New England
during ten weeks would be a curi-
ous sight. The whole result of my in-
vestigation satisfied me of the invest-
ment value of the property. Be-
lieving in it, and having led others
to invest, I want to control it in
New England. The Chicago, Bur-
lington & Quincy, and the Union
Pacific constitute together the
Broadway of Washington street of
this country. They will always
be the chief commercial thorough-
fares between Chicago and San
Francisco. Other lines will be built
through north and south of them,
but they will be of minor impor-
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