The Evening paper is the paper of Today, the morning paper is the paper of Yesterday.

DESERET EVENING NEWS.

5 O'clock EDITION.

TRUTH AND LIBERTY.

FRIDAY, MARCH 8, 1895, SALT LAKE CITY, UTAH.

NO. 89 VOL. XXVIII.

DECLINE IN PRICES.

Report of a Committee to Seek the Cause of Depression.

MONETIZATION RESPONSIBLE.

Increasing Capacity of the Dollar Secured, While the Power to Pay Debts Remained Stationary.

WASHINGTON, D. C., March 8.—By unanimity of the special committee to the House appointed to inquire into the cause of agricultural depression, the proposed report saying that since 1873 "the purchasing capacity of the dollar to secure farmers' lands and other products has increased fourfold, while the power to pay its taxes and other debts remained at a standstill."

Discussing the causes of the decrease the committee says: "Close application of the worst character succeeded the earlier books and has been taken with effect to the detriment of agriculture and the depression thereof in fairly prominent. Nothing, it may be say, the depreciation of silver was the initial consideration of capital, that side is the instrument of capital, that is the measure of the value of every thing in the world. This is evidently proven by the fact that per is effectively appreciated, in the commodities have all other values fallen in unison."

The tariff system of taxation is not any singular, but as for past thirty years the industrial in this country is not subject to the consumer, and be left up trusts, combinations and agents monopolies that have not of enormous immense wealth at the expense of the people, but secured to other and direct legislation so as to increase their power and gratify their greed."

To more relief the committee suggests:

First—Silver should be remonetized at a ratio of 16 to 1.

Second—So long as the present unjust and unequal system of protection continues agriculture should receive its just proportion, and as this cannot be secured by protective tariff, bounty or direct appropriation should be given to farmers, equal to that on Sub in 1892 to which John G. Calkins votes.

Third—Legislation in future should be prevalently by law.

Fourth—A national pure food law should be enacted.

The minority report is being prepared.

THE WORK OF FIENDS.

A Train Filled Not Wrecked and May Help Rolled.

NEW YORK, March 8.—A shell found Wednesday night in the cellar of 69 East Forty-sixth street, has been partially identified as that of the same Battle, whose installed that was found in the night of March 5, 1894, in the cellar of 317 West Thirty-ninth street. When the body was found it was evident it had been some Anarchist in the place. A call in South temple let the police to believe the shell had been struck with a blunt instrument. The head was so mangled it was not and chin. The one was the eye worn by Poole Birds whether patents had new tire.

Trouble in the Harbor.

BOSTON, March 8.—The stranded steamer Venetian of the Furness line was floated against on the lower middle stage of this harbor a while. Having to lighten so heavily, lies in almost the same position in which she struck, but she will have to be destroyed in the very great expense in the lighter are generally growing wider. The total loss of the cargo was $278,000.

RELIEF FOR SUFFERERS.

The American Flag Observed by a Newfoundland Vessel.

ST. JOHNS, N. F., March 8.—The steamer Grand Lake, Captain Delaney, arrived here from Halifax last evening. All reports of the wreck of the steamer Newfoundland were false. When the Grand Lake reached Bonavista Bay she was met by a delegation from the war committee, consisting of Jas. Lamond, Jas. P. O'Brien and Jos. Graham, with an address from her by Mr. Fogo, who is in charge of the relief, which amounts to about 1,000 pounds of provisions.

The address is not in the hands of the special committee today as it was thought, but the details of the disposition of the provisions will be settled today.

THE INTERCOLONIAL DISASTER.

Engineer Smith's Version of the Accident.

LITTLE TYNE, March 8.—Engineer John Smith, who is reported to be responsible for the wreck of the Intercolonial on February 25 last, is in the hospital here, and gives the following story of the accident:

"I was engineer the first section of an excursion train which was returning to Newcastle. There were seventeen passenger coaches out of Moncton, and I had a load of about 300 tons. At Tormore, I received a message to run the train on the main line to Newcastle, and I was ordered to run at a speed of 25 miles an hour. I was coming down the grade at Tormore, when I saw the signal was set against me. I applied the brakes, but the train was too heavy to stop, and I ran into the station at a speed of about 15 miles an hour. I had no idea that the train was so heavy, and I had no idea that I was so near the station when I saw the signal. I was not drinking at a high rate of speed, as I have been charged. At the time I was coming down the grade