DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

TUESDAY, JUNE 11, 1895.

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OKLAHOMA'S DESOLATION.

Monday evening's issue of the NEWS contained a press dispatch giving reports of destitution and suffering among the settlers in different parts of Oklahoma territory. It was stated that the condition of the people in various places was one of desperate want; that hunger was their constant companion, and that starvation could be prevented only by giving immediate assistance to the people. The same telegram contained the statement that the reports of destitution previously received had not been isolated, because it was thought newspaper correspondents were manufacturing stories on the subject, and because there had been official denials of reported instances of suffering; but the later accounts are convincing people in Kansas and elsewhere that there is some truth in the story of suffering.

For the information of its readers, that they may understand that the events of destitution in Oklahoma have not been overdrawn, but that the people there are in urgent need of assistance in the way of food, the NEWS gives some extracts from a private letter written on May 31st—nine days previous to the sending of the dispatch received by Elder W. D. Bowring, of Salt Lake City, now laboring as a missionary in Oklahoma. In his letter he says:

"Today Brother McArthur and I are at the home of a family of good saints, near the postoffice of Usher, in a total failure of Oklahoma. Their crops are an entire failure, and this and one more family of saints are really suffering for food. In fact, they have now lived on half rations for months past to my certain knowledge. Their ration has been bread, and sometimes pork of a very inferior quality. I have seen bread and water here (an elder, which I could save cried to get to the meetings) suffice children. This was the first family in O. T. we entered and sustained the Gospel; they have ever upheld the Elders, fed, washed clothes for, and clothed them, to date every one. Today, the gates of sheriffs simply scare them to the face.

"Elder Bowring then refers to some efforts being made to give temporary assistance to the families he names, whom members he says are also unwilling to work—to do any labor to procure food and other necessities of life. He then cites other instances of hardship. Speaking of the inability of even those in public employ to get their pay, he mentions the case of a school teacher who "has been able to draw but $5 from three months' teaching; so you see treasuries of districts are also broke." Other instances are given, with the suggestion that perhaps if the true situation there were realized here, among at least some of the young men in Utah who spend money freely, a few dollars could be raised, and some good to community, society, and Israel might be done." Describing the general condition that have come under his observation among some of the people, he says:

"Four and some crop loans, so all they have. Sometimes they make a little money, and so will others get a few sacks from the Lord, in spite taking for food of food, and shoes are worn out. I am satisfied if crops fail we will have no leave, for one place to home disappointed. Hundreds are leaving. Yesterday, while in Guthrie, we met an aging land row, six of a regiment, which seemed packed to see the street. One lot, Brother and Sister, "Come with me, and I will try support for you." The old man declined, saying, "I have my old wife to take care of. I go down to the creek, and in an hour have needs meeting supper where does I." This is one of many incidents that might be related to show the state our Corps here are mostly poor. Time seems to be dying, and desolation is appearing very slowly.

"These brief extracts from Elder Bowring's letter, which is strictly devoted to other matters than the great destitution, and mention it only as incidental to other subjects, tell a gloomy tale of the state of affairs in Oklahoma rural districts, and confirm the accounts sent out by the press and other agencies. Surely it is time for the nation to give heed to these calls for assistance, and afford the aid to relief necessary to save men, women and children from the horrors of death by starvation, flowing upon the heels of those to Oklahoma.

ALL IN THOSE.

What may be expected in a not distant future as a result of electrical appliances can be inferred from the fact that telephone service on an extensive scale is now utilized in Birmingham, England, for the purpose of distributing religious services in various parts of the city, and that a proposition has been considered to extend in a similar manner the music and sermons of a Philadelphia church with the Broad street, so as to enable two congregations to hear the exercises in the upper room simultaneously.

Christ church, in Birmingham, is connected by means of long-speaking telephones with the principal hospitals and the jail, and only in Birmingham but in seven large cities, at a distance varying from one hundred to two hundred and fifty miles, says the San Francisco Chronicle. The telephones are attached to the reading desk, to the pulpit of the preacher and in the place reserved for the organ and choir. By this contrivance the whole of the service may be heard by thousands not present.

The possibilities suggested by this arrangement are innumerable. It would, for instance, enable a number of small churches to join together and support one popular minister who might preach to them all in a central telephone station, thus rendering the services of a minister of eminence, who might be better in other callings, superfluous. And in the same way, the musical exercises of one congregation might be utilized in several places simultaneously. Central choirs would be formed of the best talent obtainable, and their harmonious melodies would be heard over the whole country for hundreds of miles. It may be yet a mere fantasy to say that vast audiences were assembled in Ogden, in Provo, in Logan, in Manti, in St. George, etc., to listen to the musical entertainment given by the world-renowned Salt Lake choir in the Tabernacle, on such and such an evening, and that the various numbers on the program were enthusiastically applauded all over the Territory, yet that is evidently within the possibilities of the future.

In the same way, when electricity shall have been identified with the interests of politics on a larger scale than hitherto, people will no longer depend on abbreviated reports of campaign speeches or debates in legislative assemblies. The wisdom, patriotism and eloquence of politicians will be had on tap, as it were.

The idea of utilizing the telephone for such purposes has often been discussed and imaginative writers have dwelt upon it as a materialized fact in the commonwealth of the near centuries, but to the Birmingham preacher priority is credit due for having taken the initiatory practical step in this direction. The wonders to come by the aid of electricity are no doubt numerous, yet, if signs are not deceiving, much greater wonders are in store for another generation. If John W. Keely's theory of the "law of sympathetic vibration" be correct, it will some time be possible to utilize for social and commercial purposes the forces that bind the universe together. Beyond that even imagination at your editor's beck.

STEAM AND ELECTRIC RAILWAYS.

There has been much discussion of the future relations between steam and electricity in railway transportation, and owing to the fact that the electric field has been shown capable of wonderful adaptation some people have conceived the idea that ultimately it would supersede steam as the motive power on trunk lines as well as in city and suburban railways. In harmony with this view the electric railway between Chicago and St. Louis was projected, on which it was proposed to run trains at the rate of 200 miles per hour. Notwithstanding the fact that an electric motor had never been constructed which anywhere approached a capacity for such a driving power, or that the public demand for quick transportation had not come within sight of the 200-mile-an-hour mark, some work was done in the road, but its construction never was attempted, and certainly will not be for many years to come, if at all. The idea was based upon a mistaken comprehension of the economic possibilities in electrical generation and transmission, or he has been since demonstrated hence the failure of the scheme.

Upon this subject the New York Independent of June 6, in a valuable compendium of railway articles covering fourteen large pages, has a paper written by H. H. Pratt, editor of the Electrical Handle. Mr. Pratt deals with the present and probable relationships of steam and electricity as railways, reducing them in a clear and logical manner, backed by convincing facts and figures. He shows that for railways equipped having not more than a number of heavy miles, and not requiring an average speed of more than fifteen miles per hour, where frequent trains and many stops are necessary, electricity is the coming motive power; but for long distances, heavy loads, and high speeds, he means it plain that the steam locomotive has nothing clearer to fear from the electric motor, either on the ground of cheapness or capability.

The conclusion that Mr. Pratt's article may be given in the question of economics for transportation of heavy loads a long distance at a rapid rate. He takes the cost of a 1,200 horse power locomotive, $10,000. Then it is shown that the stationary boiler, engine, dynamo and motor to develop in the electric motor the 1,200 horse power would cost $50,000 [illegible]. There is the additional cost of supplying the motor on the road, or rule in motion, for area without a the expense include the attendant of motors as an investment. The income of the difference in first cost of a 1,200 horse power steam locomotive and 1,200 horse power electric locomotive would be more than the entire fuel and wages account of an average steam locomotive. Yet this it would be impossible for the electric locomotive to earn the difference in interest on the first cost if it carried all the fuel burned and all the wages of engineer and firemen. Hence it is obvious that in work for a 1,200 horse power locomotive, such as is required to haul a heavy and fast passenger train, the electric motor cannot compete with steam. The steam locomotive can do the work much cheaper where the duty is to take heavy train loads of passengers, at intervals of an hour or two, and carry them eighty or ninety miles in a couple of hours.

On the other hand, if the work is to take up passengers at any point on a line fifteen miles long, and at any moment, and to carry them any short or long part of that distance at about fifteen miles per hour, it is advantageous to divide the 1,200 horse power among separate small trains passing a given point every few minutes. In this the electric motor offers great advantages both as to adaptability and cheapness, is cleaner, quicker and handier, and for these reasons must supersede the steam locomotive. On this Mr. Pratt comes to that:

"For surface railroads in cities there is no question as between the two systems of propulsion. Nobody thinks any longer of using the steam engine there, except in a few small towns where [illegible] dummy cars still run. But the steam dummy is doomed to disappear, as more the horse, the mule and even the cable, before the greater efficiency of the electric motor. For speed, with the electric motor is almost equal to the steam, handy and wonderfully flexible. The locomotive can run as slowly as he pleases, stop quickly, and when he wants to open his throttle to full, speed up to the greatest capacity of his machine. Thus the power like the essentials for street railroad working. The fact that many people are slain by the trolley cars is no fault of the agent used to propel them; it is merely a question of intelligent control. But people must not expect to get high speed through crowded streets and safety at the same time; the two things are absolutely incompatible, no human power can reconcile them.

"In illustration of the comparative fields of the two powers, there is cited the experiences of Minneapolis and St. Paul, where a half-hour service of steam railways, trains making the twenty-five miles trip in twenty-five minutes, and electric cars in fifty minutes with a six-minute service, the steam railways had to cease operation, because the convenience of the people in getting on and off at any point, instead of only at station, more than made up for the loss in time. But with a forty-five miles an hour necessity the increased expense made electricity out of the question in connection with steam. Under the full showing made, therefore, the line of demarcation which Mr. Pratt has drawn between the two powers appears likely to be the one that will gain permanency—that for street car service in city and suburban lines electricity will hold sway, but that for long distances steam will continue as the most available motive power.

THE issue of the San Francisco *Chronicle* for Sunday last contains a well written article, by Nicolas Lemos, on The Dead Sea of North America. The article occupies more than half a page of the large paper, is illustrated with excellent views of Saltair Beach and pavilion, Antelope Island and Gunnison Island, and gives interesting descriptive matter concerning Great Salt Lake, its bathing resorts and other places of interest on the shores and within the area of the Lake.

IN THE selection of his new attorney general President Cleveland has added another to the novel given-names in his cabinet, which thus includes a Hoke, a Hilary, a Sterling and now a Judson. These are fairly balanced, however, by the gentlest Anglo-Saxon names of a Richard and a William, besides a plain John and a still plainer Daniel.

THE DENVER *Post* remarks that "with a watermelon inspector in our midst this summer the cholerific possibilities ought to be greatly reduced." But it is cheaper to keep the watermelons itself out of one's midst than an inspector in it.

AN INDIANA woman has married the man who murdered her former husband. The pair below and just completed his twenty-one years' term of imprisonment, too.

MONROE CROCKETT has succeeded in manufacturing trips out of almost everything but garden hose. A latest conquest and conversion is discussed in [illegible].

JOHN WANAMAKER seems rather as to therefore a success. In the supply of old shoes to throw after the departing bride.

Kennedy's Pectoral.

"I did a very severe cold to my lungs that caused much soreness and gave me considerable uneasiness in regard to the result," says Mr. F. K. Smith, of Holyoke, Mass. "A friend strongly called my attention to Ayer's Cherry Pectoral, and on his recommendation I gave the remedy a careful trial. The result satisfied me; I received benefit in three days." 25 and 50 cent bottles for sale by druggists.

GARFIELD BEACH TRAINS.

EFFECTIVE MAY 31, 1895.

Leave Salt Lake.	Arrive Garfield.	Leave Garfield.	Arrive Salt Lake.
[illegible]	[illegible]	[illegible]	[illegible]

* Daily except Sunday.

Music by Orem's orchestra every afternoon and evening. Depot, corner First South and Fourth West. Take the street car to Garfield. City ticket office, 201 Main Street.

D. E. BURLEY,
Gen'l Agt. Pass. Dept.

When little Willie sneezes he covers his face.
When the cow is kicked she raises the devil.
When the locomotive blows the whistle it calls.
When the bird chirps, the grass turns Corbett.

Parker's Tonic cures for the liver and kidneys nerve exhaustion. For sale by F. J. Hill & Co., and Nelden Judson Drug Co. 2

SPECIAL EXCURSIONS EAST.

Via the Union Pacific.

June 17th the Union Pacific will sell excursion tickets as follows:

Omaha, Council Bluffs, Kansas City, Sioux City $20 00
St. Louis 20 00
Chicago 22 00

Tickets will be good for return until September 8th.

City Ticket Office, 201 Main St.

The direct line to Kansas City, St. Louis and Atlantic seaboard, is via the Missouri Pacific Railway, from Pueblo. Through sleeping and chair cars, and all connections made in Union depots in the day time. If you are going East and care for a daylight ride through the grandest scenery of the Rocky Mountains en route, use that year ticket reads via Missouri Pacific Railway. Elegant chair cars positively free to holders of regular train tickets.

S. V. DUNCAN, C. F. & P. A.,
21 Marion Block, Salt Lake City.

Chilblain Liniment always cure test tiles. Prepared at Godbe Pitts Drug Store.

Excursion to Provo, June 24th, 25th, 26th, via Union Pacific.

On above dates, Union Pacific will sell round trip tickets to Provo, at $1.95, good for return until June 27th.

RETTUB.

Best tailor 20 cents pound, six for $1.00 at Herlow-Hardy Co.

Buy all your medicines at Godbe Pitts Drug Co.

THE ANIMAL EXTRACTS:

Cerebrine, extract of the brain of the ox, for Nervous Prostration, Insomnia, etc.

Cardine, extract of the Heart, for functional weakness of the Heart.

Medulline, extract of the Spinal Cord, for Locomotor Ataxia.

Testine, for Premature decay.

Ovarine, for diseases of women.

Thyroidine, for Eczema and Impurities of the blood.

DOSE & DRUGS. PRICE $1.00.

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Send for Book. Washington, D. C.

C. C. M. I. Drug Dept., Agents for Utah.

PARKER'S tea cures constipation. For sale by F. J. Hill & Co., and Nelden Judson Drug Co. 2

AN OPINION GIVEN.

Recently Mr. J. D. Thomas, of North Dakota, visited the Shenandoah Valley, Virginia, and after carefully examining the country located in Winchester, he writes to Mr. V. Richards, Land and Immigration Agent, Baltimore & Ohio Railroad, Baltimore, Maryland, as follows: "I have been in nearly every state and territory of the United States, and am frank in my opinion that this valley surpasses all other sections in the Union. The lands are low in price, and produce profitable crops. I thank you for directing me here, and shall place something pleasant and profitable homes to locate in this country."

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D. E. BURLEY,
Gen. Agt. Pass. Dept.

ANNOUNCEMENTS.

NEW ATTRACTION

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J. H. ROGERS, Manager.

THE PYKE OPERA CO.

In a magnificent production of

TAR AND TARTAR.

Special Scenery.
Gorgeous Costumes.
Fetes and [illegible].
Matinee every Saturday, admission 25c.
Evenings 25c. Matinee 25c.

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Week of JUNE 10.

Rastus Cardman's Courtship.

Mlle. Rose Sommers, the world's comedienne.

Mr. Cardman's street concerts by the one band, morning, afternoon and evening, including the concert at the Delta conservatory.

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Carries an Immense Stock of
STAPLE AND FANCY GROCERIES, PROVISIONS,
And everything that a family needs for the table
Or for out-door enjoyment.

Call and see the stock.

T. G. WEBBER, Supt.

Make Your Wants Known

ONLY 5c A LINE.

BY Advertising in the NEWS.

IT WILL PAY YOU TO DO IT.

WANTED.

A GIRL TO DO GENERAL HOUSEWORK. Apply to Jas. H. McDonald, 20 Main St.

EVERY ONE TO KNOW THAT WE ARE selling and selling more now and sending more than any other house in the West. M. Wenck, 20 Main, 166 S.

LADIES, GENTLEMEN, GLADLY TELL YOU how you can make money at home. Address, with stamp, Cloth Manufacturing Co., Box 1, Boston, Mass.

WANTED—LADY OR GENTLEMAN TO assist in office. Salary $18.00, will attach to business, and practical experience, if worth, can pay for part of salary. Address, with stamp, Cloth Manufacturing Co., Box 1, Boston, Mass.

HAVE YOUR PROPOSALS, GREASE traps, water closets and yards cleaned by the Utah Sanitary Company. All work thoroughly disinfected. OFFICE 31 MAIN STREET. TELEPHONE 511 S.

LOOK HERE!

A FINE, LARGE BUILDING SITE, STEPPING to Twenty-fourth and Second West streets, to sell cheap. Apply to D. F. News office.

THE UTAH JUNK HOUSE

WILL PAY CASH FOR RAGS, BONE, iron, lead, metals, rubber and all kinds of bottles. 76 S. East Eighth South St.

MONEY TO LOAN.

BARGAINS IN REAL ESTATE. EQUITY loans and sale, money to loan on mortgages. Taylor Bros., 26, 28 Main Street.

LOAN OUT OF ONE'S MONEY, HENCE great opportunities, with no debt, no commission, no advertising, [illegible] to loan, no [illegible] to deal with, no third party to make trouble. Your money doubles during the life of the mortgage, and be sure and [illegible]

RUSSEL L. TRACY.
Clerk in Commercial Block.

TERRITORIAL CERTIFICATES AND WATER SCRIP

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A NEW TEN ROOM BRICK HOUSE, with all modern improvements. Rent reasonable. No. 12 D. Street.

Go to S. F. BALL,

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For Cakes, Candies, Bread, etc.

Tourists' Lunches and Sandwiches.

Hot Lunch 12 till 2.

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JAS. H. MOYLE,
Attorney at Law,
Rooms 50 to 52 Constitution Building, opp. Z. C. M. I.

ALEX. McMASTER,
Attorney at Law,
Rooms 45, 46, 47, 48, Commercial Block.

L. M. WADDELL & THOS. ADAMS,
Attorneys at Law and Land Attorneys,
Office McCornick Block, Salt Lake City.

J. F. CORNER, PATENT ATTORNEY. Patents in all countries, caveats, etc. Old law drawings, models to order. Office 40 Dick Block, Salt Lake City.

CHAS. M. CANNON,
Dentist,
Rooms 402-3 Constitution Building.

DR. E. M. KEYSOR,
Dentist,
Rooms 2 and 3 Scott-Auerbach Building, 10 West Mr. Main St.

DR. J. THOMAS,
Surgeon Dentist,
10 Main St. Anesthetics Administered.

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Our patrons will without pain—we use no instruments to extract—fill or insert teeth. Bridge work, gold work, fine work. Teeth filled in gold, crown, etc. Upon crown, bridge work, fine work, etc. Crowns, $5.00. All work at reasonable rates. Prices and information free. 15 Main Street, Salt Lake City.

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P. O. Box 34.
J. A. McMAHAN, Supt.

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Staple, Fancy and Green Groceries.
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Practical
TAILOR,
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DISSTONS' CELEBRATED
SAWS
Cross Cut, Drag, One Man, Upright, Mill, Hand, Rip, Panel, Tenon, Pruning, Compass, Butcher, Cook, Keyhole, Etc.

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Dish Soap and Chinese Paint Tooth and "TRIO" Toilet Soap, selling at lower prices than ever. Also a full stock of their Brush and Fine always on hand.

Z. C. M. I.

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Pennsylvania Saponifier is the original lye for soap making. Use no other. Sold everywhere. Beware of imitations. The genuine only manufactured by the Pennsylvania Salt Manufacturing Co., Philadelphia. Insist on the Saponifier. Ask your grocer for it and take no other.

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Brings hot weather, and its about a the call to clean. A straw hat is for the head what ice is for meat—a cooler. Our new roller latest are the coolest and handsomest productions ever seen in straw. The beauty of our hats is their shape and the material. There's a big difference in hats, and the difference is all in favor of ours, which are made from fine goods. One of our hats will look as new at the end of the season as at the beginning and that makes it cheap.

ONE PRICE.

J. P. Gardner

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A BICYCLE ABSOLUTELY FREE OF COST OR A SUIT OF CLOTHES GIVEN AWAY.

Or Half the Purchase Price of Your Suit Refunded.

Or a Discount of Ten per cent. on Purchase Price.

BEGINNING MAY 1st, every fifth customer will be given 10% per cent. discount on his purchase. Every fifteen customer will get a discount of 15 per cent. Every one hundred customer will have the entire amount of his purchase refunded. Every two hundredth customer will get a free overcoat free.

Count is made from the opening of order. Our goods and prices are absolutely correct.

D. L. ROSS,
Merchant Tailor,
41 WEST SECOND SOUTH,
SALT LAKE CITY.

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A. E. KENDRICK, Manager.

Motor Works, Transformers and Electric Furnace. Electric Carbon Incandescent Lamps.

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