DESERET EVENING NEWS

Published every day, except Sunday, at 4 p. m. Subscription price, in advance, $10.00 per year, $5.00 per month, 50 cents per week, payable or delivered by carrier.

DESERET SEMI-WEEKLY NEWS

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The Pagonip Fog.

The city of Carson, Nev., experienced the other evening the thickest and coldest pagonip fog "in the memory of the oldest inhabitant." The pagonip fog is peculiar to elevated altitudes in the Nevada Sierras, which is something for us to be thankful for. The pagonip accounts from the valleys, and the chill otherwise is so much feared by the Indians, who are predisposed to affections of the lungs, that they change their camp if apprised by the atmospheric conditions that the dreaded fog is approaching.

Colgan, a chemist of the Nevada mining bureau, furnishes this pleasing description of the pagonip: "In the White Pine mountains, the Toyabe, the Myles and the Pavenagat ranges it is quite common to see the trees, houses and everything out in the open gradually become white without any apparent cause. There is no perceptible fog, but the hot air from the valleys gradually ascends up the mountain side, and becoming crystallized, the minute crystals attach themselves to anything in sight. This phenomenon affects human beings in just the same manner, and when the fog passes by, the frozen particles will adhere to the hair and clothing, producing a very grotesque effect."—Providence Journal.

Two Kinds of Italians.

The monument which is to be erected in New Orleans in memory of the late Chief of Police Hennessy is nearing completion at the works of the Hallowell (Me.) Granite company. The monument has three bases, the lowest 7½ feet square. On the top base the name "Hennessy" is chiseled in raised letters. The capital is two feet in height with panaled sides. Surmounting the capital is a plain granite column thirteen feet in height. At the foot of the column is the coat of arms of Louisiana, and above that is a representation of the dead chief's badge. From the draped top of the column are suspended a policeman's belt and a club, like those worn by the dead chief.

A singular circumstance in connection with this monument is that seven of the nine men employed in making it are Italians. Speaking of that, Joseph Archi, who has charge of the work, said, "The Italians who are doing this work are of a different class altogether from the New Orleans Italians who killed Hennessy, and they are in perfect sympathy with the Americans who shot our evil minded countrymen."—Boston Transcript.

Mrs. Helwig's 3,634 Loose Teeth.

Armed with a search warrant Treasury Agents Beckingler and Harlan visited the residence of Dr. Emmey Helwig, a female physician, and after ransacking the place they located a big package of false molars. The teeth were all single, no sets being found. They numbered just 3,634. The woman was taken before Chief Treasury Agent Scanlan, where she admitted having brought the teeth from Germany, like mine to America Oct. 4, 1890.

There is a duty of 60 per cent. on porcelain teeth, and as the lot was valued at $900 the duty would have been considerable. After safely passing the customs officers at New York Mrs. Helwig came to Chicago, where she opened a dentist's office. This failing to pay she hung out her shingle as a female physician.—Chicago Tribune.

Hens and Rocks.

Fish stories are good, but they cannot compare in interest with the hen stories that were told at the Flowtown Farmers' meeting in John Hancock building. James Hankin, of South Easton, the essayist, described a pair of healthy chickens hatched from a double yolked egg which were joined at the wings by a fleshy integument. They had to be separated, because one of them developed a tendency to turn somersaults, which proved a source of annoyance and danger to his less acrobatically inclined mate. He also told of a flock of ducks that would never enter the water unless accompanied by a young lady attendant, and at a certain hour every day they would come to the house and quack for her to come out and go with them to the water's edge.—Boston Transcript.

Vermont Deer Return to New York.

The attempt to stock the Green mountains with deer will doubtless prove a complete failure. A number of years ago some of the animals were brought from New York and turned loose on the mountain slopes in the thinly inhabited sections of the state. That they have bred and increased it is quite natural to suppose, but the reason that they are not now any more numerous than they were five years ago can be attributed to the fact that in the winter they cross Lake Champlain on the ice into the Adirondack wilderness, never to return.—Vermont Cor. Albany Journal.

The Preacher's Celluloid Cuffs Took Fire.

The Rev. Boles, the pastor who has been holding revival services at Manning, Ia., has met with a serious accident. A furnace used in the church for heating water for baptisms suddenly exploded, and the Rev. Boles carried it out. He had the misfortune to be wearing celluloid cuffs, which also took fire, and in an instant his clothes were on fire. Both of his arms were burned and charred in a frightful manner, and the attending physicians say his injuries are fatal.—Cor. Indianapolis Journal.

Everybody Was Mad.

Nate Cook, of Brownsburg, Ind., purchased an old house, in which was stored a photographer's outfit. People curiously inclined broke into the house and examined the pictures, but carried nothing away. Cook was very much incensed, and he caused the arrest of eighteen or twenty of the very best people of Brownsburg, charging them with trespass. The case was afterward dismissed, but not until all Brownsburg was mad enough to wreak vengeance on everybody concerned in the prosecution.—Philadelphia Ledger.

CO-OPERATION IN ROADBUILDING.

A Broad and Apparently Feasible Plan Suggested by General Roy Stone.

General Roy Stone has written a letter in which he suggests one of the most carefully formulated plans for American highway improvement which have yet been made public. He has also prepared a bill embodying the principles of his scheme for introduction in congress. In his letter he says:

"The advocates of 'road improvement' have succeeded in arousing public sentiment, but that sentiment will only crystallize into useful purpose around some definite plan of action.

"The discussion of plans is therefore next in order, and the discovery, if any practicable plan must further stimulate public interest in a subject heretofore regarded as impractical, but eminently hopeless.

"In this matter three distinct interests are concerned—the local, state and national. Accordingly local, state and national schemes of improvement have been widely discussed, but with the result chiefly of developing insuperable objections to each.

"To make this great work a complete success there must be knowledge or expertise in clearly defined and appropriate, and the work is likely to be unskilled and inefficient. State work encounters perplexing local prejudices and difficulties of economical administration, while to a national scheme in these difficulties are added political objections and prejudices hard to overcome.

"It is worth while, however, to consider whether these various difficulties might not be lessened, or removed by some form of combined action by the three parties in interest.

"Suppose, for example, first, that these interests in the result are equal, and that the cost or rather the interest on the cost should be equally divided among them.

"Second—That payment of the principal be deferred for a generation or two on the combined credit of the three.

"Third—That a national bureau of highways and a national school of roads and bridges be established, both at permanent and free from politics as the army and navy.

"Fourth—That the states have each an organized highway commission with a permanent staff of engineers and inspectors.

"Fifth—That the states provide by legislation for the acquisition of roads wherever necessary and for their construction by contract, convict labor or otherwise.

"Sixth—That any county may have at the joint expense a survey and estimate for the improvement of its roads, made under direction of the United States bureau and state commission, and then have the option whether such improvement shall be executed or not.

"Seventh—That all work be done under state administration, but with inspection by a county official and an appeal to government inspection at any time by the official or by the authorities of a township or a given number of citizens; all contracts to be subject to government approval and to the dynamic inspection. Such a system would secure—

"First—The lowest rate of interest uniform in all the states.

"Second—The most skillful work.

"Third—The lowest practicable cost.

"If the rate of interest should average 2½ per cent. per annum, the share of each would be three-quarters of 1 per cent.

"This amount of tax would not be felt by the counties where property for years would be assessed merely by the expenditures of as large an amount of public money; the states would be more than repaid by increase of taxable values, and the nation's annual share, supposing the plan to be fairly in operation, be the time the population reaches 75,000,000, would be one cent per head for each $200,000,000 expended, a price infinitesimal for the benefits conferred on the people at large.

"Some incidental advantages might also flow from this source are—

"First—The securities issued would furnish the needed basis for national bank circulation.

"Second—Payments for labor could be made in silver in places where it would stay, and

"Third—Financial relief, if still needed by the farmers, would come to them directly and legitimately through local disbursements for labor and supplies.

"Such a scheme as this, if all its details could be successfully worked out, would seem to obviate most of the objections made to separate action by the premises and to promise a great benefit without hardship to any class. It is at least worth the careful consideration of the active friends of road improvement."

This plan has been submitted to, among others, Senator Manderson, and has been approved by him.

General Stone's bill provides for the creation of a national highway commission, composed of five members of the United States, to be named by the vice president, five members of the house of representatives, to be named by the speaker of the house, and five citizens, to be appointed by the president of the United States, together with the secretaries of war, agriculture and the interior, the postmaster general and the attorney general, who may be represented by subordinates from their several departments, and an executive officer from each of the above-named departments that may by its executive or otherwise appoint one.

This commission is to continue in existence two years, and is to hold its meetings in Washington during the sessions of congress and in Chicago during the World's fair, where it is to exhibit the best methods and appliances for roadbuilding, also is to provide there for organized, practical instruction in the art to all who may desire it free of cost.

England and Wales pay out $20,000,000 a year for road roads. At the rate of expenditure in a New York town where the roads are dirt and had at that the annual cost of keeping up 100,000 miles would be more than $70,000,000.

Be Wise Accepted.

With knocking on the door were
Its one for weeks of woe,
The building's now done by its hands
Each working at the store.
—Truth.

Her Motive.

Cora—What got you in the notion to marry that manufacturer of patent plan foot?

Dora—I want to find one man that will stick to me.—Epoch.

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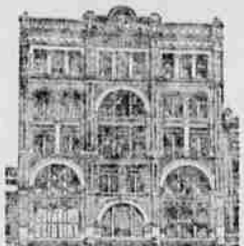

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