

## SILVER IN THE PHILIPPINES.

Export Duty of Ten Per Cent Put on Mexican Dollars.

## MORE ACTIVITY IN FIELD.

Americans Making Aggressive Movements—The Rebels Are Continually Shooting Into Garrisoned Towns.

Manila, Nov. 18.—For the purpose of maintaining the existing ratio of two Mexican silver dollars to one gold, arbitrarily fixed by General MacArthur last August to be maintained until such time as the Philippine commission should consider the date had arrived for establishing a gold medium in the Philippines, Henry C. Ide, of the commission, introduced a bill which had passed the commission, providing for a charge of 10 per cent on all Mexican silver coin exported from the Philippines.

The demand of China for Mexican currency has created exportations, and threatens a derangement of business in the Philippines. The commission passed the bill because, in view of existing circumstances, it seemed obligatory to keep down the price of silver to provide, so far as possible, a stable and ample currency for the protection of business.

## FIGHTING MUCH MORE ACTIVE.

Last week witnessed a very considerable increase in rebel and American activity in the field. Many skirmishes occurred, and several small engagements in northern and southern Luzon. The termination of the rains permits a resumption of operations.

## REBELS ALWAYS SHOOTING.

The rebels are continually shooting into the garrisoned towns, and the American forces have not been sufficient to retaliate effectively. Commerce in Samar has been at a standstill, and most of the influential inhabitants have departed. General Hare has arrived there with 250 men. He will bring eight companies of the Second Infantry from the island of Marinduque and will proceed energetically to crush General Lukban. Meanwhile United States gunboats will patrol the coast to prevent the escape of the insurgent leaders. Lukban still holds three members of the Forty-third regiment as prisoners. The rifles which the party of Captain C. D. Shields of company F, Twenty-ninth volunteer infantry, lost last September in Marinduque at the time of the capture, have not yet been returned from the insurgents.

All of the Marinduque garrisons are being continued.

## GRANT FIGHTS HEAVY BATTLE.

Notable among the week's engagements was General Grant's advance on Maccabebe, and American scouts on a rebel stronghold three miles north of Manila, which was defended by 200 insurgents armed with rifles. After skirmishing and fighting for the greater part of a day and night the enemy was dislodged, and immense quantities of rice and stores, with ammunition, were destroyed. Fifty Filipinos were killed and many others wounded. The insurgents carried off their arms and the American losses were eleven private and one officer wounded, and one Maccabebe killed.

Lieutenant F. W. Alstetter of the engineers, who was captured by the insurgents in Luzon last September, has sent, with the permission of his captors, a letter to Manila asking for food, money and clothing, which will be forwarded to him by a native runner. His health is broken and his release is probable.

## REINFORCEMENTS FOR YOUNG.

General Wheaton, commanding in the department of north Luzon, is sending reinforcements to General Young's provinces, where the natives, under Generals Tingo and Aglipay, the ex-commander of Philippine provinces, are showing signs of restlessness, deserting the dominions that they have occupied during the rainy season and joining, under compulsion of fear, the insurgents in the mountains.

## MACARTHUR AT SUBIG.

General MacArthur has gone to Subig bay with Admiral Remey, of the United States cruiser Brooklyn, for the purpose of examining the locality. It is probable that 1,500 marines now in Philippine waters will be used to relieve certain army posts, rendering the relieved soldiers available for other and more urgent duties. It is understood that General MacArthur is considering the question of establishing more marines in the vicinity of Subig.

## BUILDING AND REALTY.

The following building permits were issued during the week:

James Bridge, 42 Clarendon Ave., frame addition, \$75.  
J. M. Harvey, 115 West Fourth South, double brick residence, \$5,000.  
W. D. Jewell, 1231 Tenth East, frame barn, \$100.  
Bothwell & McConaughy, Third South between Tenth and Eleventh East, three brick cottages, \$4,500.  
Oscar Hunter, 238 State, brick store, \$2,500.  
M. Gray, Grandview Ave., frame cottage, \$375.  
Thomas Kearns, corner Brigham and G, stone residence, \$50,000.  
J. C. Stewart, 914 State street, frame addition, \$150.  
Mrs. Irene Nichols, Cannon street, brick cottage, \$1,000.  
A. D. Kneeling, 553 south Fourth East, brick addition, \$950.  
N. M. Sheets, 157 West First South, sheds, \$500. Total, \$55,350.

## Tortured Witness.

Intense suffering was endured by witness T. L. Martin, of Dixie, Ky., before he gave this evidence: "I coughed every night until my throat was nearly raw; then tried Dr. King's New Discovery which gave instant relief. I have used it in my family for four years and recommend it as the greatest remedy for Coughs, Colds and all Throat, Chest and Lung troubles. It will stop the worst cough, and not only prevents but absolutely cures Consumption. Price 50c and \$1.00. Every bottle guaranteed. Trial bottle free at Z. C. M. I. Drug Dept.

## 396 TO EACH MILE OF ROAD.

Astounding Figures Relating to Population and Railways.

## SOME FREIGHT STATISTICS.

One Ton of Goods Carried 1,621 Miles for Every Individual Residing in the United States.

A Cleveland railroad man calls attention to some interesting figures relating to the population of the country and railroad transportation. The United States had last June about 200 people to support each mile of railroad; if the old rate of increase had continued we should have had 442, which would have made it come easier. After long and sorrowful experience, railroad men learned about ten years ago that they can build too many railroads. The increase in population in the last decade was just about 1.9 per cent per year, and that an addition the current year of 3,653 miles in our railroad system will keep pace with the population. But there have been years when we have built 8,000 to 12,000 miles, and suffered for it. From 1890 to 1899 our railroad mileage increased less than 10 per cent, the population nearly 12 per cent.

The census figures give a solid basis for computations of the amount of traffic per inhabitant in this country, which we have made hereafter for the estimated population. The population in June, 1890, was 74,870,000. During the year then ending the aggregate traffic on the railroads of the country was 14,591 millions of passenger miles and 123,667 millions of ton miles, which is at the rate of 191 passenger miles and 1,621 ton miles per inhabitant.

## PASSENGER TRAFFIC.

The passenger traffic per inhabitant, according to the Plain Dealer, is lighter now than formerly. In 1890 even it was 188 miles per inhabitant; in 1895, 213; in the following year (which included most of the World's Fair travel), 210. This figure fell to 178 in 1896 and to 179 in 1897, so that the recovery since is notable. Without a doubt hard times reduce the amount of traveling immediately and greatly; but the effect of the collapse in 1893 was not so great as the above figures indicate, because this was a period of a very great extension of suburban street railroads, on which the travel has increased immensely.

All the more is the recent increase in travel on the steam railroads significant, as it has been co-existent with a great growth in street railroad travel. The 191 miles of travel per inhabitant may be compared with the 201 miles in the German empire in 1895. Very likely if we included suburban street railroads, which is of the same nature, we would find more travel per inhabitant in this country, but it remains remarkable that this amount increased 90 per cent in Germany in the last ten years and scarcely at all here.

## ASTOUNDING FIGURES.

But the significant, the astounding figures are those showing the freight traffic per inhabitant. That for every man, woman and child in this country a ton of freight should be carried 1,621 miles seems almost incredible, and marks this country as pre-eminently the country of transportation.

In Germany, which has more railroad freight traffic than any other European country reporting, and per inhabitant the average distance hauled on its own lines; but as a very large part of the freight passes over two or more roads, this bears but a slight relation to the average haul for the country.

In the United States, however, the interstate commerce commission has had a separate statement made of the tons received from connecting routes and the remainder, 510,000,000, is approximately the number of separate tons of freight. The average haul of these was 242½ miles, which is nearly four times as great as the average haul in Germany.

## UNIQUE DOG.

Chester Nason's Bull Pup Returns from a Social Trip.

"Ticket" has returned from a social visit to Ogden where he has been calling upon numerous friends and acquaintances that are embraced upon his at-home list. He it understood that Ticket is first, last and all the time a traveler; incidentally he is a 2-year-old English bull terrier of the stranglehold and brindle variety whose proud owner, Chester Nason, of the Union Pacific ticket office here, wouldn't take untold duets in exchange for a bill of sale of this unique quadruped. Early in his puphood Ticket displayed an absorbing interest in everything pertaining to a railroad, which, as time grew on, included periodical inspections to the Oregon Short Line and Rio Grande Western systems at stated intervals, with the result that there is possibly not a single railroad man who does not know this canine with the expansive smile and the close-cropped ears.

"Ticket" rides deadhead on all the trains in this intermountain region and is always assured of a warm welcome from the "boys" in the baggage car or the traveling postoffice. He is a wonder in his way and, it is said, can consult a time card and show up at the depot unscathed to the minute to board the outgoing train like a veteran. He never makes a mistake and always shows up at the local Union Pacific office on East Tenth street when he has had his surfeit of traveling. This morning he came in slightly the worse for wear on the 9:05 train from Ogden, trotted up town, pushed open the door with his nose, and was back at his reserved corner by the grateful warmth of the radiator after passing the time of day with the office force and getting his owner to stake him for a breakfast.

Tracers sent out up the line developed the fact that for the past four days he has been visiting with "Jim" Conkling, the ticket agent at Ogden, and spending the time in rattling scandal about the goings on at the office down here. One day he was missing, but stern duty called him away to Evans-

## PROF. STEPHENS TO THE MUSICAL PUBLIC.

You have kindly read letters from me for many months past when you were not personally interested in many of the subjects written about, and many of you have doubtless laid the paper down and said: "Fortunate Stephens! He is to be envied in having these great musical treats he writes about!" Now that I can say to you, "Come with me to hear the best of all I have heard," how can I refrain from writing about it?

## WILL ARRIVE WEDNESDAY.

Senator Clark, R. C. Kerens and Others Are Coming.

Senator Clark, R. C. Kerens, R. C. Kerens and others interested in the incorporation of the Los Angeles and Salt Lake railroad, will arrive in this city on Wednesday. Just as soon as is possible after their arrival they will get together and discuss the various important details connected with the filing of the articles of incorporation and other preliminary work connected with the huge undertaking. As Senator Clark's time is limited it is expected that everything will be pushed through with dispatch, and the company be an accomplished fact within the next ten days after their arrival here. Mr. Gibson has already heard here, so that he can file the articles of incorporation within a few hours if necessary. The various details have all been thought out, and the only thing necessary now is the approval of the members of the proposed company.

## FATAL WRECK.

One Man Killed and Two Tramps Injured in Washington.

Spokane, Wash., Nov. 18.—A fatal wreck occurred on the Spokane Falls and Northern Railway at 4 p. m. yesterday, two miles south of Dragon station. One man was killed and two others sustained serious injuries. The train, which was carrying a heavy freight, consisted of eight cars and a caboose. When at the point where the tragedy occurred the rails spread because of the action of the engine and the train was thrown from the track down a rather steep grade. The engine and tender were left on top of the grade, also the suburban street railroads, on which the travel has increased immensely.

## Vanderbilts After Erie.

New York, Nov. 18.—From a high English financial authority, who is closely in touch with American railway affairs, it is learned by the London correspondent that plans are maturing for the absorption of the Erie and Wabash systems by the New York Central.

William K. Vanderbilt has been quietly buying Erie in the open market, and has also been gathering up Pennsylvania. Whether the New York Central is to acquire the Erie by purchase or by lease is not known. One of these methods will be adopted.

The London authority of the information says that many London holders of Erie shares will be highly gratified to hear that the Vanderbilts are to take over the railway. The plans are so well matured that the public announcement of the deal may be expected within a fortnight. For a long time the acquisition of the Wabash has been under consideration by the Vanderbilts to take over the lines west of Mississippi, but negotiations are now pending for the taking over of the Wabash lines east of Mississippi and Kansas City to the Atchison system.

The Atchison now has lines out of Chicago to Kansas City, but not to St. Louis.

St. Louis was lost when the St. Louis and San Francisco railway was taken out of the Atchison system.

The New York Central, according to present plans, will take over the Wabash lines east of the Mississippi.

## SPIKE AND RAIL.

The Los Angeles Terminal road is placing orders for ties and steel.

Three carloads of Utah flour have recently been among the shipments to Chicago.

## J. J. Hendricks, traveling freight agent for the Union Pacific at Philadelphia, is in town.

The Union Pacific train No. 5 has jumped into popular favor with the traveling public generally.

Clarence McCormick will in all probability be one of the directors on the Los Angeles & Salt Lake road.

The Rio Grande Western is constructing 600 feet of snow sheds upon the approaches to the Altus tunnel on the Park City branch.

Word comes from Evanston to the effect that the Union Pacific will soon let contracts upon the Evanston-Salt Lake cut-off.

J. W. Stewart, foreman in the bridge and building department of the Rio Grande Western, has resigned to take a similar position on the Denver & Rio Grande. He left on No. 2 yesterday.

## A Woman's Awful Peril.

There is only one chance to save your life and that is through an operation," were the startling words heard by Mrs. J. B. Hunt of Lima, Pa., when, from her doctor after he had vainly tried to cure her of a frightful case of stomach trouble and yellow jaundice, Gal stones had formed and she constantly grew weaker. Then she began to use Electric Bitters, which wholly cured her. It's a wonderful Stomach, Liver and Kidney remedy. Cures Dyspepsia, Loss of Appetite, Try It. Only 50c Guaranteed. For sale by Z. C. M. I. Drug Dept.

Many people worry because they believe they have heart disease. The chances are that their hearts are all right but their stomachs are unable to digest food. Kodol Dyspepsia Cure digests what you eat and prevents the formation of gas which makes the stomach press against the heart. It will cure every form of indigestion. F. C. Schramm.

Never try to coax a cold or cough, use the remedy that is long known and tried by all. BARKER'S HORE-ROUND REMEDY is the great specific for all throat and lung troubles. Price, 50 cents. Z. C. M. I. Drug Dept.

## MISS OLTZKA

I first heard in "Die Walkure" as the "Squalling Wife of Wotan." I appreciated the grand voice, but did not like the "part" much, and it was not until last winter when I heard her sing "Ammerle" in Verdi's "Aida" that I fully appreciated her greatness. None of the great contraltos I heard in England or Europe in this fine dramatic moment the beauty of her singing of it from my mind. If she has the contralto part in the "Stabat Mater," I congratulate Salt Lake, the "duo" alone between her and Nordica will be worth the admission.

SCHUMANN HEINK. "the greatest German contralto of the age," is simply repeating what the entire musical world has declared. It was like "pulling teeth" to leave New York two years ago just as every one there seemed on tip toe to hear her. But it was my fate, and not until last winter did I get to hear this fine singer. In opera, or concert she is equally great. I heard her in Wagner's "King" and later in the contralto part in Tristan and Isolde. And if there are "corns" on my vocal chords, I must blame her partly for having caused me to bring them there by my shouting at the close of that opera.

## THE MALE ARTISTS.

Just as I go to say hello to the gentlemen, I hear you disconnect my letter as "too long," so I will pass by Her. Blaise, Signor. Crenonelli, Mr. Gilbert and Imhart de la Tour, neither of whom I know much about, save by reputation, which is excellent. But I must have a word on "His Royal Highness," Signor. Crenonelli. Had I not last summer seen London at his feet for his magnificent renditions of the "King" in "Lohengrin," as well as the "King" in "Lohengrin," I could scarcely think of him as anything but the most magnificent voiced, elegant, refined "Devil" in all creation, from having heard him in Faust so many times. Even when he sang Calvé side by side with him could not dim his lustre as "the star" of the opera at "Covent Garden" last summer. Edward De Reszke's voice is heavier, but not so magnetic or supple. Truly, I heard not his equal in France or Germany.

In Sic, Mancinelli will have a conductor at once a master of his work, dignified without being stiff, or pompous, as full of electric musical feeling as any conductor I know. One who imparts it too, to all around him. His orchestra fairly scintillates in brilliant passages, and seems ever in harmony with his interest of every shade of emotional feeling. The delight I have felt at his work in conducting both the concerts at the metropolitan opera house New York, as well as nearly all the Italian or French operas I have heard either there or in London. Makes it a pleasure for me to speak to you of him as one of the greatest of conductors. I can scarcely believe that you and I are to hear all these right at home. As you value one magnificent, rare night of pure, elevated music, one that you will never forget while you live. Do not miss it! I am not writing for the interest of Mr. Grant, the artist, or my own. But for yours, my singers, my friends, the community to whom my life's interest musically is devoted. The creator has distributed great gifts to only a few examples only, to lift our ideals to higher planes. Do not let us miss these opportunities of being lifted in our ideals to the highest point yet reached by mortal man. Yours in the interest of progress, EVAN STEPHENS.

## POCKET BOOKS FOR A DOLLAR.

Must be a full half dozen styles to choose from. And in the lot you'll find pocket books that ought to sell for 25c to 50c more than the dollar we ask for them. Most any kind of leather is represented here. Seal, Alligator, Russia. These are all on show in our window. On the inside you'll find more pocket books than you ever saw before, under one roof. From the little wallets at 25c up to the finest pocket books, at \$15.00.

## F. C. SCHRAMM,

Prescription Druggist. Where the cars stop, McCordick Building.

## GARDNER DAILY STORE NEWS:

Overcoats for the little fellows. Overcoats that are made same style as the ones for men. We've many kinds for you to choose from. One here at \$1.50 of plain brown cheviot splendidly lined and tailored—has velvet collar and buttons up close around neck. Then there's a handsome brown cheviot at \$3.50, made up in high art style, full box cut back, velvet collar. There's an oxford gray mixture at \$4, full box back, velvet collar. And one of oxford gray mixture at \$5, made same style. One at \$7.50 in a greenish mixture, a very fine Melton. Then there's a raglan at \$12.00, of oxford mixture for ages 8 to 15. And a Paddock at \$15.00, for 8 to 15.

ONE PRICE J. P. GARDNER, 136 and 138 Main.

## THE SIEGEL CLOTHING CO.,

61, 63, 65 MAIN.

## Heber J. Grant & Co.

INSURANCE AGENCY.

OUR COMPANIES:

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.

NORTH BRITISH & MERCANTILE, London and Edinburgh.

PENNSYLVANIA, of Philadelphia.

NORTHERN, of London.

FIRE ASSOCIATION, of Philadelphia.

TEUTONIA, of New Orleans, and

THE HOME FIRE INSURANCE CO. OF UTAH.

THE HARTFORD, of Hartford, Ct.

GERMAN AMERICAN, of New York.