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Three months, " " " 2 50

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Harmon, and Medicinal Toilet Soaps.

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Pure Glycerine.

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MANUFACTURERS OF

CHAMBER SUITS,

SIDEBOARDS AND BOOK CASES,

In Walnut, Cherry and American Mahogany,

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Our Goods are on Sale in all the Principal

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B. E. POHLE,

Manufacturer of Cider, Library & Pillar Glass,

Chairs, Kitchens, Breakfast & Common Extension

Tables.

115 to 121 South Clinton Street, Chicago.

Goods can be found at the Co-operative

Furniture Co. and other Dealers at Salt

Lake City.

STAR HORSE NAILS,

POLISHED OR BLUED,

Will hold a shoe on Longer than any

other. We guarantee our Nails

to be Equal in Quality and

Durability to any made.

Made from the Best Norway

Iron, Finished Already

to drive, by the

UNION HORSE NAIL CO.,

CHICAGO.

For Sale by J. C. M. I. and its

Branch Stores.

GRANT BROS. CO.,

24 & 26 East 24 South St.,

SALT LAKE CITY.

A Large Assortment of

DOUBLE AND SINGLE VEHICLES,

SADDLE HORSES, ETC.,

Special attention to FUNERAL

AND EXHIBITIONS.

GRANT BROS. & CO.,

24 & 26 East 24 South St.

Established 1822. Established 1852.

JOSEPH E. TAYLOR,

Pioneer Undertaker of Utah

Telephone No. 75.

Manufacturer and Dealer in all

kinds of

METALLIC, WOOD AND GLASS COVERS

COFFINS AND CASKETS.

A full line of COFFIN FURNISHINGS

kept constantly on hand.

NEW YORK TRADE.

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GENERAL NEWS.

HELPLESS CONDITION OF THE

AMERICAN NAVY.

A Lot of Old Tubs that can Neither

Fight nor Run.

A Twenty Thousand Dollar Deal in

Mexico, Etc.

By Telegram to the News.

NATIONAL MATTERS.

Secretary Whitney's Report Showing

the Terrible Condition of the Navy.

WASHINGTON, 2.—The report of the

Secretary of the Navy Whitney, given

to-night, opens out with a renewal

of his former recommendation of the

consolidation of the bureau so as to

insure responsibility in the purchase

and care of supplies; and he says so

far as his power extended, he has con-

solidated in one bureau the general

purchase of the department and the

care and custody of the stores, and

created a system of book-keeping by

which responsibility for the care and

disposition can be had. The report

says:

"There is at present no real res-

ponsibility for the care and disposition

of the property. In one bureau a prop-

erty account is kept, and in others,

none. This property lost, mislaid or

stolen, cannot be traced or accounted

for, and no person can be held res-

pensible. The Fourth Auditor, in his re-

port, issued, calls attention to this

remarkable circumstance, which was

also referred to in my last annual re-

port. The inventory of the property

is very large and unnecessary accumu-

lation of stores and supplies. The

Bureau, aggregating over twenty

millions of dollars in appraised value,

shows a surplus of stores and sup-

plies to the amount of \$2,000,000, and

four millions in value to be absolutely

useless at the present time, only entail-

ing an expense for keeping and con-

stant care to preserve them in condi-

tion. Among these accumulations

some very absurd. The examination of

eight navy yards have accumulated

altogether of augers and bits,

46,000 of which 36,200 have been lying

for several years at closed yards,

where no work has been done or is

likely to be done."

Regarding the new cruisers the re-

port says:

"The experience of the Department

in its first attempt to build modern

vessels of war has been such as to

excite the greatest concern and

disappointment. The examination of

the facts with reference to them dem-

onstrated that an entirely new depart-

ment was necessary in the management

of their construction. One char-

acteristic which an unwarmed cru-

iser must possess is great speed. This is

determined by the function which she

is expected to perform in the future.

She is a commerce destroyer. She

must be able to escape from iron-

clads and outrun them, and be able to

channel, she might as well stay in

port. This division of ships by the

Department into two classes, one for

commerce and the other for war,

is a mistake. The Department has

performed one of the things which has

come about of recent years. When it

was impossible to build a vessel of

one class both the greatest speed, the

strongest armament and the highest

defense of the vessel without sacri-

ficing one of the other qualities, the

THE NAVAL ACADEMY.

It is stated that this is the first time

in many years that the expenditures

have been made in the appropriation

of the Naval Academy course be short-

ened for years as compared with the

Commandant of the Academy.

He also argues that apprentices be ad-

mitted to the service should not be

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