DESERET EVENING NEWS: WEDNESDAY, APRIL 19 1905.

Withdrawal of British Garrisons From The

HE recent determination of the British government to withdraw the regular troops from the remaining garrisons on the American continent has given rise to much speculation. In the absence of any more rational explanation of the action it is safe to accept the reasons which have been advanced by British naval experts and others who are qualified to speak.

The theory that Great Britain has only now made up her mind to accept ungualifiedly the American definition of the Monroe doctrine cannot be regarded as absolutely untenable. If it is the American contention-and it seems to be-that any spot on the continent now occupied by a foreign power cannot be suffered to fall into the hands of any other allen trespasser it would be inexcusably extravagant, from an American standpoint, for Great Britain to maintain a costly system of protection for something which is already safeguarded. It is by no means improbable that the time has come when Great Britain can afford to take that

However that may be, it has been apparent for a long time that Britisb garrisons in America were more ornamental than useful; that the reasons for their maintenance were more sentimental than urgent. It has been a costly demonstration too. Neither of Great ritain's remaining southern continental holdings-British Gulana and British Honduras-is self sustaining For aught that her American insular colonics have yielded her during the last half century Great Britain would have been better off without them. The annual revenues from the West Indian islands have been failing off appreciably. The garrisons have added nothing to the prosperity of the regions in which they were placed. Canada has shown no sign of retrogression since the withdrawal of the garrisons. For some time Halifax and Esquimalt have been the only stations in the north of America supplied troops from British headquarters. Even at these distant troops has been considered necessary since the forming of the confederation into the Dominion. The last large regular force in British America was in 1870, when Lord Wolseley made the Garrison City. It will still be the most Red river exploration into the north-important of the twelve military diswest provinces. Immediately after that was completed the flat went forth that Canada must thenceforth depend upon her militia for standing defense. A few months later the last battalion of regulars was withdrawn, leaving only the Still, the regulars will be missed sadly 2,000 provided as the garrison of Hali-fax. This number has remained sta-be visibly disturbed. Many of the most



all arms and at Esquimalt only 369. furnished the town with much social capital, and its removal will be a so cial hardship.

the eighteenth century. The Halifax important of the twelve military dis-tricts of the Dominion. The Wellington Gazette, the oldest newspaper in Brit barracks, erected at great expense, will be taken over by the Dominion govyears before that, and during the Revernment and set apart as quarters for the colonial military organizations. tionary ever since, the small garrison famous regiments of the British army struction of the fortifications which at Esquimalt, on the other side of the have been stationed there, and at no gave the post the reputation of being continent, making the complement. I time rince its inception has the garri- I the strongest fortress in the new world.

It is by no means likely, even after the departure of the regulars, that Hal-ifax will be bereft of its title of the Hallfax dates from the earlier half of

> ish America, first appeared in 1752. The town was founded at least three olutionary war it was made a strong military post by Cornwallis. The Duke of Kent, father of Queen Victoria, was commandant of the garrison in his younger days and supervised the con-

M. L. Mowry has been appointed established, ground is being broken for traveling passenger agent for the the erection of the freight and passen-Rock Island at Denver, vice R. S. ger buildings.

The Oregon Short Line this morning received a party of 34 recruits from the Union Pacific at Green River, en route from Kansas City to San Francisco.

On account of its situation and natural

advantages it has a harbor which is ex-

General Superintendent A. E. Welby of the Rio Grande Western left last hight for California where he goes the goes the second bar while

mine operators and promoters.

length by one in width. Its present

The headquarters of the British Pa-

cific squadron were at Esquimalt, a lit-

tle seaport on Vancouver Island, four

miles from the city of Victoria. It has

a magnificent harbor capable of accom-

modating the largest ships afloat. The

garrison has for some time been re-

duced to a nominal basis, and the few

remaining regulars will not regret the

been the most important naval and mil-

population is not far from 50,000.

America

been considered an important strategical point in the defense of the empire is shown by the size of the garrison maintained there. Until recently 7,950 men were quartered at that station. Ja-maica has had 1.018, besides the colored West Indian regiments recruited there, and Barbadoes and St. Lucia 612. The total forms a considerable proportion of the 60,000 and odd soldiers of all ranks with which British colonies all over the

world are garrisoned. St. George, twelve miles from Hamilon. Bermuda, has had a somewhat pecultur history. Some years ago it had assigned as its garrison a battalion of the Grenadler guards which had manifested a disposition to mutiny. These men were sent to Bermuda as a diselplinary measure, and the remedy was most effectual. More recently St George was a place of detention for Boer prisoners.

Barbadoes, the most windward of the Windward group, is the headquarters of the British forces in the West Indies, the commanding officer residing there naving the rank of major general. St. Lucia, the largest and most picturesque island of the Windward group, possesses one of the finest harbors in the West Indies. It is the second naval station of the empire in the Caribbean region and is also a coaling station. Much treasure has been expended on its fortifleations.

The Bahama islands were formerly the headquarters of a rather formidable British garrison, but it has been great ly reduced in the last decade and consists now of a sorry remnant whose chief duty it seems to be to afford amusement to the numerous winter guests from the United States at the hotels. There are about 700 islets in the group, which lies east of Florida, the guif stream intervening. Only

twenty-five of these coral formations are inhabited, and most of the residents are descendants of Tories who fied thither for safety during the American Revolution and remained. One of these islands was the first land sighted by Columbus on his earliest voyage of discovery. Whether it was San Salvador or Walling island is still a matter of dispute, but no one has had the temerity to deny that it was one of the 700. Trinidad is the largest of the British West Indies except Jamaica. It is the

southernmost of the Windward group, but is not classed with those islands. dies. duced to a minimum. Trinidad is one gown and bewitching smile. of Great Britain's few self supporting American colonies. Her revenue is AN ENGLISH IDEA OF DISGRACE. it was that Boscawen's fleet collected to convey Wolfe and his troops to the Ireland island, in the Bermudas, have

about equal to her expenditure. This As the headquarters of the British itary stations of Great Britain in the been discovered by Columbus.

A NATURAL MUNUMEN VENERATED BY IND. The cut shows the noted Sheep

ers' monument in the Thunder mo tain country in Idaho. This huge sh more majestic in its outlines than Egyptian obelisks, has been revered for generations by the tribe known as Sheep Eaters as a memorial to their prowess. It is a great natural monolith



about 100 feet in height and twenty feet square at the base. It tapers to fifteen feet at the apex, which is surmounted by a perfectly shaped cone. The shaft is yellow, and the cone is black and white. This freak of nature is about six miles from the Idaho village of Roosevelt, and it attracts many visitors to the spot.

WIND AND WEATHER PERMIT-TING.

In Sumatra the length of time that a widow must wear her weeds is determined by the wind. Just after her husband's death she plants a flagstaff at It is a crown colony, the affairs of state her door, upon which a flag is raised. heing administered by a governor, as- While the flag remains untorn by the sisted by executive and legislative wind ctiquette forbids that she should councils. Fort of Spain, the capital, is marry, but as soon as a rent appears, one of the finest towns in the West In- no matter how tiny, she can lay aside The garrison has long been re- her weeds and don her most becoming

A shabbily dressed man wearing a island also has the distinction of having pair of army trousers was arrested and fined in Stratford, England, for "bring-TRUMAN L. ELTON. | ing discredit on his majesty's uniform.

MERGER SCHEME will from this time on attend solely to | with returning limit good until Oct. 31. IS A BACK NUMBER

will from this time on attend solely to freight matters for the 'Frisco system and J. E. Oglesby and force will look after shipments for the Rock Island. In addition there will be a man ap-pointed with headquarters in this city to look after the freight business of the Missouri Pacific as distinct from securing shipments for the Rio Grande. The same conditions are beginning to prevail in other citles throughout the country. The railroads are going af-ter the business and the old merger scheme is ticketed as being a back

This will mean that passengers can come to Salt Lake and Ogden from Chicago and remain here four months ere returning, all for \$43. SPIKE AND RAIL

H. C. Bush, traffic manager of the Colorado Midland, arrived in this city from Denver this afternoon,

Walker, deceased.

conquest of Quebec.

tremely valuable as a naval base. Here opportunity to return to the tight little

North American and West Indian north Atlantic. That Bermuda has

The proposition to build a line to Deep Creek, and thence to Tonopah, irrespective of the big roads is once more being agitated locally among the

William Ridd, traveling freight agent

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Early Return to Old Conditions In Securing Railroad Business is Predicted.

FOUR LINES HERE DROP OUT.

'Frisco, Rock Island, Missouri Pacific And Denver & Rio Grande Are To Go it Alone.

It certainly begins to look as though the great plan of consolidating the various offices of the big railroad systems throughout the country is not the unqualified success that was first anticipated, and that an early return to old conditions is due.

It will be recalled that when the wave of economy rolled over the country, cles and making one set of officials look cles and making one set of officials look after the securing of business for two of more railroads owned by the same interests. Gloom in large parcels stared the average freight and pas-senger agent in the face. He had vis-lens of decapitation and a subsequent retirement to a farm, or at the worst, the noor house. He was a pessimist. The optimist predicted that this merger scheme would never has and that they eme would never last and that they and all be merrily husting business

he old way again. he optimist was right, and here in Lake are two striking object les-which are due to materialize with-

¹⁰ next ten days. the time of the merger craze it be recalled that among the lines consolidated offices on Refrond were the Missouri Pacific and the or & Rio Grande, the Rock Island the 'Frisco, w comes the word that J. G. Doo-

litle of the Rock Island- Frisco system-

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> amily Restored to Mappinets by the Great Haines Curs for the Liquer Habit.

A new tasteless discovery which can be in tea, coffee or food. Hearing onby W. C. T. U and all tempre-orkers. It does its work so slich ly rely that while the devoted w fe, T daughter looks on the drunk-reclaimed even against his will lithout his knowledge. Send sour and address to Lr. J. W. Haines, enn Bidg., Cincinnail, O. and he ill a trial package of G iden "pe-% to show how ensity it is to cure rds with this remedy. lrunkards with this remedy.

neme is ticketed as being a bac number-it is a case of every road for itself and the interstate commerce commission to take the hindermost.

BIG BUSINFSS.

Yellowstone Park Bookings for Parties Up to July 30 Already. Asst. General Passenger Agent D. S. Spencer of the Oregon Short Line reports that eastern parties are already booking for Yellewstone park, some booking for relevance park, some reservations having been made for as far ahead as July 30. A satisfactory feature of the bookings is that most of the parties are comprised of from 50 to 100 people. This state of affairs has never prevailed before and all in-dications point to Yellowatone travel records being smashed to smithereens this summer.

this summer.

SWITCHING CREW LIBELED. Mme. Melbe Tells One on the Oregen short Line Engineer,

Mme. Melba has returned to London after her American trip, having travel some bright executive heads conceived | ed 26,000 miles in 110 days and visiting the idea of consolidating general agen- | 45 American cities. To a representative

45 American cities. To a representative of the London Mail, a copy of which was received this morning, the prima donna tells of her adventures. Inci-dentally Salt Lake and a switching crew of the Oregon Short Line are in-cluded. The Mail says: "At Salt Lake City Mme. Melba's private car was detained some time in a shunting yard. All American shunt-ing locomotives carry a large bell which is clanged incessantly. After hearing the fearful din for half an hour, the prima donna, belog unable to make herself heard, shook her list threaten-ingly at the engine drivers. "Give us pauses for tonicht and we'll quit ringing,' was the reply. They got

quit ringing,' was the reply. They got them."

WILL NOT BE BLUFFED. D. O. Mills Throntons in Estend the Vir-

pinio & rockee fond,

Reno: Nev., April 18,-The Virginia & Truckee railroad, for years enjoying a monopoly on the freight business to the southern portion of Nevada, intouds to resent the threatened invasion tends to rewalt the threatmen invasion of the Southern Partile company. D. C. Mills, of New York and San Fran-cisco, yesterday sont out the an-nonnegment that it the Southern Paci-fic persists in building a cut-off from Hanes, Nevada, to connect with the Carson & Coltrade railroad, the Vir-gina & Truskee will immediately be-selve the work of extending its time trans-Souchton. California, to connect with the Fanta Farailroad. This would seriously crippie the Southern Paci-fic from a business point of view in from a business point of view in

W. D. CORNISH HERE,

Vice President of the Harriman Lines is In Salt Lake.

Vice President W. D. Cornish of several Harriman corporations, arrived in Sait Lake this morning in his private ar on business connected with the Oregon Short Line. Judge Cornish

will probably remain here several days going over the local situation. P. C. Stohr, assistant traffic director of the Harriman lines with headquar-ters in Chicago, is still in this city looking into freight matters.

Cheap Rates on Eurlington. The Burlington announces some cheap

rates west from Chicago this summer which are based on a single fare plus 50 cents for the round trip. Tickets will be on sale from June 1 to Sept. 30

Grading on the Minidoka branch will all be cleaned up by the end of next month if the present clip is maintained.

ostensibly on a ten-days vacation. the shearing list at other points, Mil-The depot site for the Tonopah and ford corrals continue to be the scene Goldfield raiload has been definitely of activity.

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Underwear, etc.

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