TO THE PURCHASING PUBLIC OF SALT LAKE CITY

The Special Sale of Seasonable Goods announced last Saturday for one week, has given such general satisfaction that I have decided to continue the same sale **ONE MORE WEEK.**

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DESERET EVENING NEWS.

Saturday, - September 13, 1890.

SPACE WILL VANISH.

THE WONDERFUL RAILWAY SYSTEM WHICH IS IN OPERATION CLOSE TO NEW YORK CITY.

Now the remarkable age of water and steam so much boasted of by the forefathers of the present generation has almost seen its day. It will soon be supplanted by the age of electricity. The recent invention of the electric elevated railway system and its successful operation warrants this assertion. It is putting it very mildly indeed to say that it is the most remarkable product of the genius of man recorded in either ancient or modern time, and it bids fair to revolutionize the transportation facilities of the world. The prophecies concerning this wonderful transit are by no means as great as the marvelous results it has accomplished and proved itself capable of. It is very easy to believe all these prognostications after a calm and considerate contemplation of its merits and qualities.

The Electric Elevated Railway is an aerial line connecting Gravesend with Coney Island, N. Y. Suspended high in the air it might be compared to a single rail uniting the two terminals. The train which traverses this single rail track is exactly what it proves to be, a bicycle locomotive. There are but four wheels to each car, and they extend in a straight line. A train weighing twenty-two tons, having a drive wheel eight feet in diameter with a speed of two miles per minute, or 120 miles an hour, made the first trip over the elevated railway between Gravesend and Coney Island. The car, forty-two feet in length, combined both upper and lower divisions for the accommodation of passengers, and held 50 per cent more passengers than an ordinary railway coach. The distinguished passengers who had assembled to witness the trial of the invention comprised the most eminent electricians and mechanical geniuses ever known to be converted. There were Hon. R. P. Todd of the patent office of Washington, three engineers from the Manhattan Electric Railway Company, detailed by Jay Gould to witness the operation of the system, which he feared would supersede his own monopoly, the Thomson-Houston Electric Company's experts, Captain Cross of the same company; Dr. Bell, the telephone expert, and others. They were filled with amazement at the results they saw accomplished. When the rails were covered with ice, up a steep grade almost mountainous in its declivity, and under the severest adversities which nature or device could contrive, the new railway surpassed the most sanguine expectations of its promoters. When the start was made from Gravesend a dispatch was started to the destination, stating the time of starting, and before the operator had finished taking the brief message from the wire the railway train with its load of passengers rushed into the Coney Island depot. The ride was said to be so smooth as to be almost miraculous. There was no lateral motion. A lady, who could not sustain without nausea the jolt and motion of ordinary trains, was among those who made the journey, and she felt as comfortable as if resting in a rocker in her own parlor. The train is built in such a manner as to obviate the strong wind currents that would ordinarily be created by such rapid travel.

"I would not believe that we were moving," said Dr. Bell, "if a slight zephyr had not wafted the ashes from the end of my cigar."

"Well! We're not there are we?" said Captain Cross, "surely the days of romance have developed into reality."

The captain had reference to the speed of the flying locomotive, which almost rivaled the electric current itself. To the startled Long Island the speeding locomotive looked like a black ball describing a mark above the horizon. At night the arc lights that illuminate the coaches emit a faint flash and disappear. This train reminds a "curve as easily as it pursues its course in a tangent.

There can be no danger of accidents on this line. The equilibrium of the trains balance themselves.

When the railway shall have been established on Eleventh avenue to the Boulevard, New York, it will prove all the more efficient in comparison with the facilities offered by the steam elevated railroads. The best time Jay Gould's Harlem express can make running from One hundred and Twenty-fifth street to the battery and making but six stops, is twenty-six minutes. The elevated electric road will accomplish the same feat in ten minutes and carry twice the passengers. Of course a much more rapid journey could not possibly be made in a large city, where so many stops have to be made and so many people accommodated. When the new lines are completed, Harlem and the battery will be virtually in the same place. Its advantages in the business interests of the northern end of the city cannot be overestimated. One Hundred and Twenty-fifth street will become a speculative centre, as if it extended tributary to Wall street.

The invention is a terrible blow to monopolies. For the resources that will build on railroad can construct and equip two elevated bicycle systems. Travel will be revolutionized. The inconveniences of railway travel will exist only in the remembrance of the passing generation. When this style of railways replaces the net work of steam lines that girdle the union, a trip from Chicago to New York will give a traveler barely time to finish his morning paper before he is deposited at his destination, and civilization along the Atlantic coast will read the *Rocky Mountain News* for the latest tidings of the day.

It is perhaps in the charges that will effect the transportation of freight that the electric railway scores its greatest victory. The delay that the mechanics are now troubled with will give place to conveniences. California fruit will not have to be picked until ripe for shipment to the eastern end of the continent. Woolen suits manufactured in Massachusetts will be worn in Washington, on the Pacific coast, the day that they are turned from the mill. As Mr. Reynolds expresses it, "The South will become the garden of the North, and the roses that bloom among the aromatic fields of Florida will boast, as a boutonnier on the lapel of the coat of the gallant youths of Winnipeg."

What is thus positively affirmed is a legitimate conclusion drawn from premises which experiment and trial have established. It will be as convenient to avail yourself of fragrant product of the Southern florist, as to secure the dwarfed growth from the withering confinement of Northern hot houses.

To be sure, in actual practice, special trains would be run for the accommodation of freight; but this is not at all necessary. The trains will be just as efficient and delightful if operated on the combination principle. This can be easily understood as the motive power can be developed to such an extent that no weight could limit its speed producing proclivities. Passengers would usually take the upper apartments and freight be stored below. This would give travelers the advantage of viewing the landscape in prospective, as they glide along their way.

The objections to the railroads soon vanish into advantages on close inspection. The argument that such lightning travel would be no swift to tourists and foreign visitors is one of those objections. While that is true its advantage to artists, in that it affords a birdseye view of the country throughout its passage more than balances it. An artist starting from Manhattan Island can set his camera on the train in New York city and take a picture of the intervening country between that point and the Mississippi river. Its limits would be marked by the horizon.

But what will this system save to the capitalist? What inducements are there for him to substitute it for the steam locomotive? It will save him the expense of double tracking all the roads, and will save him just one-half what he would ordinarily expend in rolling stock. This saving, it is estimated, would amount to about $3,000,000,000 to all the companies in the United States, a marvelous sum, and would save no less than $103,000,000 of the money annually expended in repairs. The saving in one year, it will be seen, would pay easily for the substitution. The company which holds the patents on this seems to have a value of wealth. They figure that their royalty each year for all the lines connecting Boston and New York City would not aggregate over $100,000,000. This is a very small amount relatively, considering the enormous saving to the lessees and the increased advantages to travelers, for such things invariably increase travel.

The trains are run on the overhead wire system, but are insulated so that they cannot fall, and no possible accident to life or limb can happen. The wheels are all free from friction, and the current can be reversed and the train stopped instantly without damage, although the train is going at a speed of four miles a minute.

The saving of the railway companies will be so great that they can afford to expend the greater portion of what they now lay out in necessaries, in luxuries. The posts that support the elevated tracks are beautifully ornamented, and those about the stations set with French plate mirrors, to the delight of lady patrons. The compliments the sporting fraternity has paid to this invention must not be forgotten. The programmes have been arranged at Gravesend and the Coney Island track so races will not occur at the two places simultaneously. Thus, by the courtesy of the company, men can witness the contests on both centres—enjoying the rivalry on one track during a race on the other.

It is only a question of a few years when the overhead electric road will be in universal use.—*Rocky Mountain News.*

The Lawyer Said No More.

A very funny thing occurred in the mayor's court recently. A case was called in which the prisoner had been bailed. An attorney rose and said: "Your honor, my client is not here; it is doubtful whether he will be here; he was most brutally assaulted and beaten by an officer, and he may now be dying; he is on his bed surrounded by his friends who are in tears watching and praying that his life may be spared—an event of grave doubt." Just at that moment the door of the court room opened and a man entered. A hum ran over the crowd, while "There he is, there he is" could be heard on every side. It was the prisoner who looked not a whit as if he were about to die. The attorney turned, looked at him, grunted and sat down without a word, while the crowd roared with laughter.—*Ex.*

Weather Wisdom.

Laning, in his "Weather Wisdom," says:

A deep blue colored sky, even when seen through the clouds, indicates fair weather; a growing whiteness, an approaching storm.

When the sky in rainy weather is tinged with sea green the rain will increase; if with deep blue it will be showery.

A bright yellow sky at evening indicates rain.

A pale yellow sky at evening indicates wet weather.

A neutral gray sky at evening indicates fair weather.

The same in the morning indicates wet weather.

Haziness in the air, which fades the sun's light and makes the orb appear whitish or ill defined, or if at night the moon and stars grow dim, indicates rain will follow.]

BIRTHPLACES OF FAMOUS MEN.

DISPUTES AS TO WHERE THEY FIRST SAW THE LIGHT OF DAY.

Seven fair cities contended for the honor of bearing Homer; but we do not know how many will in the future compete for the privilege of giving birth to Mr. Gladstone, says the London *Standard*. The actual number is, we believe, at present, eleven, and for the time being Liverpool is the first favorite. But it would be unwise to re-open that controversy. If, however, Mr. Gladstone suffers from unfortunately possessing a redundancy of birthplaces, it is a remarkable fact that Lord Beaconsfield, whom he is said to have been the "most interesting man of the century," on the other hand, possesses none at all. Although there is a strong presumption that he was a Londoner, both the place and hour of the birth of Benjamin Disraeli are unknown.

The dispute as to Wellington's birthplace has just been set at rest by the discovery of a census paper, filled in by the iron duke's own hand, which gives Athy as the town where he first saw the light. But there is a curious fatality about the records of this most interesting event in many a life. The person principally concerned is, as a rule, unable to give any evidence. It is difficult to be very proud of human attainment, in view of the incontestible fact that none of us can remember when or where we were born. It is the case generally that those who, next to ourselves, were most concerned in that interesting event have joined the majority long before the question as to its locality becomes of any public importance. The world is only anxious as to the birthplace of its great men and there are few great men who are no gray-headed. The inquiry from which, it will be seen, is curious. To take the poets, for instance, we have presented a superabundance of interesting material.

Chaucer speaks of London as a place of his "engendure" and calls himself "a Londonois," but we are aware that many of his biographers have disputed his veracity in this respect. It is curiously characteristic of biographers that they believe themselves to be the only competent persons to decide where a man was born. London, however, can certainly claim Milton, who was born Dec. 9, 1608, at the Spread Eagle, Bread street, which was, it should be explained, not a tavern, but his father's own house distinguished by the sign of his armorial bearings.

Alexander Pope was a Londoner and was born on May 21, 1688, year of the revolution, in Lombard street, of all places in the world, his father being a linen draper, but, nevertheless, a man who was well connected and had amassed a considerable fortune. Thomas Gray, again, was born in Cornhill on Nov. 26, 1716, his father being, like Milton's, a scrivener; and Cowley, a grocer's son, was a Londoner. But poetry does not seem to have been a natural product of the London clay. The "Land of the Leal" is more fruitful. Scott was born in "Auld Reekie" on Aug. 15, 1771, where his father was a writer of the signet. Thomson was born in Ednam, Roxburghshire, on Sept. 11, 1700; while everybody knows that Burns was born in a cottage two miles south of Ayr, which is still shown to visitors. It stands at a short distance from Alloway Kirk, which is immortalized in "Tam O'Shanter."

Mr. H. M. Stanley is a Welshman, for he was born at Denbigh, January 28, 1841, and spent the first five years of his life under the roof of his maternal grandfather, with whom he was a great favorite, who, it is curious to know, used to call the little lad "Fy nhyn dyfodol i" ("my man of the future"), though the kindly old man never lived to learn how prophetic was his childish nickname. After his grandfather's death the boy was called John Rowlands, and when old enough he came to America, where he was employed by a store-keeper named Stanley, and from him he took the name which will be memorable as long as the world lasts with one of the greatest "men of action" of the nineteenth century.—*Chicago Daily News.*

Entertaining Company.

The whole philosophy of hospitality is summed up by Emerson in the following manner: "I pray you, O excellent wife! not to cumber yourself and me to get a rich dinner for this man or this woman who has alighted at our gate, nor a bedchamber made ready at too great a cost. These things if they are curious in, they can get for a dollar at the village. But let this man see, if he will, in your looks, in your accent and behavior, your heart and earnestness, your thought and will, what he cannot buy at any price, at any village or city, and which he may well travel fifty miles and dine sparingly and work hard in order to behold. Certainly let the board be spread and the bed be dressed for the traveler, but let not the emphasis of hospitality be in these things. Honor to the house where they are simple to the verge of hardship, so that the intellect is awake and sees the laws of the universe, the soul worships truth and love, honor and courtesy flow into all deeds."—*Ex.*

SYDNEY, Sept. 11.—Representatives of the labor unions are holding a private conference for the purpose of deciding upon a basis upon which to approach the employers, with a view of effecting a settlement. In consequence of the strike 7000 men are out of work in the Newcastle district.

MELBOURNE, Sept. 11.—The strikers in the shipping trade are weakening. The military force will be reduced.

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"Oh, yes," Mrs. Trotter answered; "he goes once a year regularly."

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