

JAIL BREAKERS TO BE PROSECUTED.

City Prisoners Strike Again This Morning and Refuse to Work.

TEN TOUGH CHARACTERS.

Will Pay for Attempting to Batter Down a Door in the Bank House.

Jailer Sol Kimball of the city prison, and Guards Bush and Furstner had more trouble this morning with refractory prisoners.

The men who caused trouble today are three of the ten men who made an unsuccessful attempt to break out of jail yesterday afternoon. Several days ago, ten of the prisoners, nearly all of them serving long terms of imprisonment, refused to accompany the other prisoners of the chain gang to the city hall to labor for the municipality.

As usual, with such rebellious spirits, they were locked up in the drunk house on a diet of bread and water—and more of it. The fellows continued to manifest their ugliness, by trying to knock their cell to pieces with a set of bars. They were caught in the act and locked up in separate cells. This treatment, and the fear of something worse to follow, had the effect of causing three of the men to meekly and promise to go to work. Their names are Frank Jennings, George Harrison and Jack Richardson, alias Jack Burns.

Richardson is an ex-convict, and is regarded as a very bad man. At the time of his incarceration in the State prison he caused a great deal of trouble, and it is believed that he is the instigator in the present difficulty. After working a little while, these men threw down their shovels and refused to work any longer. The patrol was sent for them, and they were taken back to jail. Mayor Thompson happened to be up the canyon this morning when the strike occurred, and his excellency returned to the jail with the officers in charge of the strikers.

The fellows set up a wall to Mayor Thompson that it was too cold to work; that they were only half fed and clothed. Mayor Thompson, however, knew differently and advised that a charge of destroying jail property be made against the men concerned in the attempted jail break. The offense is a felony and if convicted, the men will likely be sent up for long terms.

LOSES PART OF FINGER.

Will Reading Meets With an Accident in Deep Creek Mine.

Will Reading, a miner employed at the Queen mine in Deep Creek, began his new year under very painful circumstances. On Christmas day he was the victim of an accident in which the first finger on his left hand was hopelessly mangled, and his thumb severely injured. There was no surgical skill at hand, so he drove to this city, a journey which consumed six days. He arrived here on Monday night, and yesterday afternoon Drs. Benedict and Beer amputated the finger at the first joint.

Mr. Reading is now at his home in Centerville, where he is getting along nicely.

MRS. MARKS' FUNERAL.

Many Expressions of Love—Was a Good Woman.

The funeral services over the remains of Olive Hoagland Marks, who died of pneumonia on December 29th, were held from the family residence, 25 Twelfth East street last Monday at 2:30 p. m. The house was filled by those who came to attest their love for the deceased, and the funeral services were very beautiful. Bishop Morris conducted the services, and the singing was furnished by Elder H. S. Ensign and others.

The speakers were Elders Samuel McRay, D. M. McAllister, Aroet Hales and Bishop Morris. They all bore testimony to the excellent character of the deceased.

The interment was in the city cemetery, the grave being dedicated by Elder McAllister.

Mrs. Marks was the mother of eleven children, five of whom are living. Her husband also survives her.

NEW YEAR'S MEETING.

Scandinavian Society Holds Forth at the Fourteenth Ward.

An meeting of the Scandinavians of this State was held at the Fourteenth ward assembly rooms yesterday afternoon, at which time a financial report was submitted and refreshments and speeches added to the pleasure of the occasion.

The report as read by Treasurer John Hagman showed that the year's expenditures were \$1,376.12 and the receipts \$1,613.82, leaving a balance on hand of \$242.81.

Refreshments were served from 3 to 6 o'clock and speeches were made by J. M. Sjodahl, Apostle Anthon H. Lund, President Angus M. Cannon and Martin Christoffersen.

There were about 200 present, and among the specially invited guests were Mr. C. W. Penrose. The evening was spent in dancing and social intercourse. During the past year the attendance at the meetings has averaged 200 people. J. M. Sjodahl is president of the organization, and M. Christoffersen and J. S. Jensen are his counselors. The meetings are held the second Friday in the month at the Fourteenth ward meeting house.

The members of the committee were all re-elected, and they include some of the most prominent business men in the city. The three northern countries are represented in the organization, and the result of the past year's work speaks well for their unity of effort, liberality and good management, features which were eloquently commented on by President Angus M. Cannon and other speakers. To the ladies, who had arranged last night's entertainment, well deserved compliments were paid. The tables were tastefully set; the decorations were appropriate, and a most excellent spirit animated the assembly.

FIFTY TONS OF CANDY

Have Been Sent to Our Soldiers in the Philippine Islands by the Government.

Fifty tons of candy have been sent to the soldiers in the Philippine Islands by the commissary department of the army during the last three months and large amounts to the soldiers in Cuba and Puerto Rico.

This is done upon advice of the medical officers of the army, because it is a physiological fact that a moderate consumption of confectionery promotes health and satisfies a natural craving of the stomach.

Candy was never furnished to the United States army before although it has been commonly used as a ration by the French and British troops in the tropics.

This explodes another old fashioned theory that sweets were injurious to the digestive organs, while a moderate use of sweets is actually beneficial. The very few things are injurious and the food cranks who advocate the use of a few grains and vegetables and deny the use of sweets and meats are in error, as a wholesome variety of meat and vegetable food is absolutely necessary for the maintenance of the highest condition of health.

The best rule to follow is to eat what the appetite craves, and if there is any discomfort or trouble in digesting meat and sweets, the difficulty can be readily overcome by the regular use of the meals of some safe digestive composed of pepsin and dextrin which will assist the stomach by increasing the flow of gastric juice and furnish the natural peptone lacking in weak stomachs.

The preparation of the kind is probably Stuart's Dyspepsia Tablets which may be found at all drug stores. Years of use have demonstrated the value and effectiveness of Stuart's Dyspepsia Tablets in all cases of impaired digestion.

SCIENTIFIC MISCELLANY.

The bacteria form and extensive group of single-celled organisms, representing the lowest and smallest forms of plant life. They take three main shapes, the spherical being known as cocci, the cylindrical or rod-shaped as bacilli, and the spiral or curved as spirilla. Their species are not shown by their shape alone, behavior when grown in colonies or effects upon animals being necessary tests for complete identification. They are reproduced by fission or cell division, and their peculiarities of dividing into pairs, triplets, tetrads, or clusters, serve in classification. The standard of measurement is the micron, which is 1/1000 of a millimeter, the millimeter being about 1/25 of an inch. The plague bacillus, according to Dr. A. Macfadyen and J. E. Bernard, has a length of 0.6 to 1.3 mikrons, a diameter of 0.3 to 0.5 mikrons, a diameter of 0.5 to 0.8 mikrons, the cholera spirillum, a length of 0.8 to 2 mikrons; the tetanus bacillus, a length of 1.2 to 3.6 mikrons.

Botanists wonder that so few plants are used as food. M. Gabriel Provost has called attention to a work published by M. Parmentier as long ago as 1751, in which 85 French plants were enumerated which could furnish food even without cultivation. With many of these horticulture would do wonders in four or five generations. The lists given include: (1) uncultivated plants, such as the iris, cryonla, ranunculus, and saffrage, whose roots contain starch that would be extracted for gruel or bread; (2) uncultivated plants like the wild lucern and narcissus, and the wild tulip, whose farinaceous seeds or roots can be used whole as food; (3) uncultivated plants, whose roots, although not farinaceous, may be used whole for food, the white asphodel, many orchids, etc., being among these.

A study of thermo-electric currents has led Herr Sieberg to the conclusion that the earth's magnetic field is strongest when the maximum fall of temperature occurs at that point. This would explain the daily fluctuations in the earth's magnetism and their excess in summer.

A table prepared by Mr. Bennett H. Brough for a lecture before the London Society of Arts gives the following as the world's production of metals in 1899: Pig iron, 26,000,000 tons; gold, 182 tons; silver, 3,800 tons; copper, 200,000 tons; zinc, 355,000 tons; tin, 55,000 tons; antimony, 11,000 tons; mercury, 3,325 tons; nickel, 1,820 tons; aluminum, 70 tons. In 1898 the total was: Pig iron, 26,000,000 tons; gold, 430 tons; silver, 4,000 tons; copper, 421,000 tons; zinc, 465,000 tons; tin, 75,000 tons; antimony, 23,000 tons; mercury, 4,100 tons; nickel, 6,200 tons; aluminum, 4,000 tons. In 1890 the United Kingdom supplied 50 per cent of the total 6,000,000 tons of pig iron; but in 1898 the United States furnished 32.7 per cent of the total, the United Kingdom 24.1 per cent, Germany 20.5 per cent, and France 7.1 per cent. Of the 1898 gold the Transvaal produced 27.6 per cent, Australasia, 22.5 per cent, the United States, 22.1 per cent, Russia 8.5 per cent, Canada 4.5 per cent, Mexico 3 per cent. Of the 1898 tin, Mexico contributed 34.4 per cent, the United States 33 per cent, Australasia, 7.3 per cent. Of the 1898 copper production the United States claimed 55.1 per cent, Spain and Portugal 12.6 per cent, Japan 9.5 per cent, Germany 4.8 per cent, Australasia, 4.2 per cent.

Late improvements of incandescent gas mantles are ranked by Prof. V. B. Laue as quite as important in the history of illumination as the discoveries giving the original mantles. The Auer mantle and the Clamond hood represent two classes of these mantles. In the first of which the thread is made up of hundreds of fine coated filaments while in the second class the oxides form a thread of even density. The effects are remarkable. The allicates formed by the dust of the air cause the light from the Welsbach mantle—which belongs to the Auer type—to be reduced after 200 or 300 hours to a small fraction of its original intensity, while the Auer mantles—which are of the Clamond type—have shown a greater intensity after 3,000 hours of continuous burning than most of the others had at their best.

The stamping out of malaria may be placed as the most important problem before the world, as it has been stated that one-half of the mortality of the human race is due to this disease. While evidence in favor of the mosquito theory is accumulating, however, it is being shown that malaria may be spread by other agents. In the Prussian army, for instance, Gravit finds the disease at its height when mosquito bites are few, and a marked decrease in cases in places where the drinking water supply has been improved.

The wind-power electric station of the little Prussian town of Wittke, near Kappeln, is claimed to have an efficiency hitherto quite unlooked for in a plant of the kind. Its success is attributed to a local engineer's improvements in the windmill, which is made of large size, and is kept at its normal speed of eleven revolutions per minute by an automatic adjustment of the vanes. This motor is 39 feet in diameter, with an effective wind area of about 1,600 square feet, and it can develop more than 30 horse-power. The power is used to drive a dynamo, which, at 700 revolutions, yields 160 volts and 120 amperes. This full electromotive force being reached with a wind velocity of eight feet per second. The current from the dynamo runs large electric motors and charges a battery of accumulators. In the circuit of the latter being placed small motors and lamps. Although the plant is an experiment, it is a Hamburg company, it will be employed permanently for lighting the town, and like stations will be tried elsewhere.

WILL BE FILED AFTER MEETING

T. E. Gibbon Writes in Regard to Incorporation Articles

ON OR ABOUT JANUARY 18.

Promoters of Los Angeles Road to Assemble in St. Louis on the 14th Inst.

C. O. Whittemore this morning received a letter from T. E. Gibbon, second vice president of the projected San Pedro, Los Angeles & Salt Lake road, in which he stated that everything was shaping toward an early move in the direction of the commencement of floating the big undertaking. He proposes to leave Los Angeles for St. Louis on the 19th inst., in order to be on hand at the meeting of those connected with the proposed company on the 14th. He says that he will endeavor to leave St. Louis the day after the meeting, and he in Salt Lake on or about the 18th, when he will at once proceed to file articles of incorporation of the big railroad company.

When seen this morning Mr. Whittemore expressed himself as being exceedingly pleased with the outlook; he stated that the road would be pushed just as soon as spring opened up, and that no one need doubt for an instant that the promoters of the company were not in earnest. After the articles are filed there will be another meeting held at either Los Angeles, Salt Lake or St. Louis, when the directors will meet together and finally perfect their plans with the result that dirt will commence to fly at an early date.

WILL BUILD ROAD.

Senator Clark Says Financial Arrangements Have Been Completed.

The Los Angeles Herald, of December 29th, prints the following special dispatch from the New York Herald: New York, Dec. 29.—William A. Clark, of Montana, who has been in the east completing financial plans for the projected railroad from Salt Lake City to the Pacific coast, says: "I am going ahead with the new road from Salt Lake to Los Angeles. It will cost \$17,000,000, and the financial arrangements are all made. Complete surveys to Salt Lake have been made and we shall begin laying out the road from Los Angeles to San Bernardino soon."

HARDLY PROBABLE.

Railroad Story from St. Paul Which Forecasts Great Changes.

St. Paul, Minn., Jan. 1.—The Pioneer Press tomorrow will say: It is said there is now being prepared in St. Paul a special train of seven cars in which officials of nearly all the prominent railroads of the country will study conditions, with a view of doing away with fast freight lines and national freight agencies. The plan is to have in charge one man to represent all the different roads. Freight business will be done through him, and he will see that each of the roads secures its share of the business. Railroads not entering a shipping point who now have to maintain a freight agent to look after their interests there will in the future be represented by the joint agent of all the roads. If this gigantic plan is carried out, at least ten thousand high priced railway officials, it is asserted, will be displaced, thus affording an enormous saving.

But the main object of this community of interests is for the maintenance of tariff rates. Railroad officials, it is said, have long seen the folly of rate-cutting but have not been able to avoid it while there has been such competition.

Should the plans be adopted, there would, of course, no longer be any competition for freight business, and tariff rates would be maintained. The

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saving in this one respect would, the promoters of the scheme predict, result in enormously increasing the profits of the roads. There would be no necessity for differentials in favor of wicker roads. The joint agent at each competing point would assign to each road its equitable share of business—this share having been previously decided upon by the high officials who have the matter in hand.

James J. Hill, president of the Great Northern road, when seen in regard to the plan outlined, denied any knowledge of it, and said that so far as he was aware no preparations were being made for such a trip as stated.

R. G. W. Locomotive Order.

The Rio Grande Western has placed an order for five compound consolidation engines with Baldwin Locomotive Works, in addition to the five recently ordered of the Richmond Locomotive Works. These locomotives will have cylinders 22½ inches and 29 inches by 28 inches; weight in working order, 135,000 pounds; driving wheels, 56 inches in diameter outside of tire; latrobe tires, Richardson balanced slide valves, Paige engine truck-wheels, 36 inches in diameter; straight-top boiler of steel, 34 inches in diameter at smallest ring, made for a working pressure of 190 pounds, Franklin boiler covering; fire box, 122 inches long and 41 inches wide; 25 tubes, 2 inches in diameter; McKee-Fuller tender sheets. The special equipment includes Jerome metallic packing, Westinghouse American brakes, Nathan lubricators, French springs, Kewanee brakebeams, Ashton safety valves, Ohio injectors, Leach handling apparatus, Buck headlights, Railway Age.

Railroad Statistics.

The total railroad mileage of the United States is placed at 190,823, or about one mile of road for every 400 inhabitants. The last census shows that the growth of the various railway systems has been about proportionate to the increase in population and that the present mileage is adequate.

The most extensive railway building for the first six months of this year has been in California, where 104 miles were built, as against 45 in the same six months last year. Georgia, where 117 miles have been built, as against 45, Iowa, 149, against 14; Mississippi, 119, against 55, and Texas, 164, against 25. If construction for the current year in full were to reach an even 600 miles, it would be the largest of any year since 1883, and would have been exceeded in only nine years, 1870, with 607.

Of the 466,500 miles of railroads in the world a year and a half ago, this country had 186,500 miles. Europe 157,000, all North America, 216,000, South America 27,000, Asia 33,000, Africa 11,000, Australasia, 14,500. In 1898 the world's increase was only 11,800 miles. In a single year the United States has built more. Since 1875 Europe added 83,200 to 167,400—a 100 per cent increase; this country increased 12,325 to 186,500—a gain of 158 per cent.—Spokane Spokesman-Review.

Northwestern's Pension System.

Chicago, Jan. 2.—The Tribune says: The Chicago and Northwestern railway on January 1 put into effect its system of pensioning its old and deserving employees. The system is in most respects identical with that which the Pennsylvania railway put into effect some years ago. Any employee who is between 65 and 69 years of age and who

has been thirty years in the service of the road and who is disabled in service, will receive a pension of one per cent per month, calculated on his monthly rate of wages for the last ten years of his service with the company. Any employee who has reached the age of 70 years and who has been thirty years in the employ of the company will be retired upon a pension of one per cent per month, calculated upon the monthly rate of wages paid him for the last ten years.

To carry out the plan the Northwestern has established a pension board composed of William A. Gardner, general manager, Edward C. Gardner, chief engineer, Richard C. Ashton, general superintendent, Robert Quayle, superintendent of motive power and machinery, W. H. Sterrett, auditor of expenditures.

SPIKE AND RAIL.

Traffic Manager S. W. Eccles is on his way to New York.

Manager W. G. Sharp of the Pleasant Valley Coal company, has gone east.

Secretary of the State of Idaho Mart Patric is quoted on his return from a trip to the east as saying that he is sure that the Idaho Midland will be built.

Capt. W. F. Collier, cashier and assistant secretary of the Rio Grande Western, has returned from a five weeks' trip in the East.

The various office forces around the railroad offices are up to their eyes in work attendant upon the making out of annual reports and the issuing of annual passes.

During the two months that the Legislature is in session J. S. Gard, contracting agent of the Colorado & Southern, late of the Colorado Midland, will take charge of the business connected with the former line in this city and Territory. This change goes into effect on account of General Agent Hoyt Sherman taking his seat in the State Senate.

A. W. Millsbaugh, the oldest railway man in the United States in point of active service, died at his home at Kansas City, yesterday. Millsbaugh was born in Middletown, N. Y., in 1814. During the civil war he was employed by the government to superintend the transportation of soldiers to and from the south in the Lincoln-Douglas campaign. Millsbaugh was prominent in the management at Washington of "Douglas" cause. He came to Kansas City in 1870 as general agent of the North Mississippi railway, now the Wahash, and later in the same year became ticket agent at the Union depot, a position which he held up to the time of his death. Prior to last Millsbaugh celebrated his birthday, and in receiving guests, contracted a cold that caused him to take to his bed.

HUMOROUS.

Boston Transcript: Uncle George—Don't you think it would be wise for you to put by something for a rainy day, Henry?

Henry—I don't know. I always noticed, Uncle George, that it is a pleasant day upon which a man spends the most money.

Somerville Journal: If a woman's house plants look well, you can be pretty sure that she is a first rate cook.

Detroit Journal: "You despise me, Marmaduke!" faltered the wretched girl, in a hard desperate voice.

"The youth shook his head.

"They say," she cried passionately, "do you look at me as if I were a hotel clerk and I were a guest registering?"

In the access of agony, she cast herself, sobbing convulsively at his feet.

Philadelphia Press: "Ah!" she said, "if I were to die would—"

"Hush," he protested shuddering.

"Nay, love, I must know—her warm breath sweep his cheek—"would you follow me to the grave?"

"How can I tell?" he said frankly, "Might not your family decide to have the interment private?"


Detroit Free Press: "The opposition is doing a good deal of monkey business," said Skidmore, who was explaining the political situation to his wife.

"Oh, I see," replied Mrs. Skidmore brightly, "by monkey business you mean they resort to gorilla tactics."

Chicago Post: "If I were a queen," she announced, "I tell you I would write some laws that would—"

"But a queen doesn't write the laws of a nation," he interrupted.

"How do you know?" she demanded. "Because there is no reference to millinery in any of the codes," he answered.



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COPPER KING'S HEIRESS TO WED.
On Wednesday, Jan. 2, Miss Margaret Daly, daughter and heiress of the late Montana copper king, was married to Mr. Carroll Brown of Baltimore. He is a clubman and is prominent socially. The marriage was to have taken place last November, but was postponed on account of Mr. Daly's death. It was celebrated in the Dalys' New York home, 725 Fifth avenue.