

ONE HUNDRED  
PARTS PURE

MADE FROM PURE  
GRAPEFRUIT OF TARTAR  
& PURE BICARBON SODA  
& NOTHING ELSE

A SINGLE TRIAL  
WILL CONVINCE YOU  
NO OTHER IS ANNEALING

SPECIAL LOW PRICE

GREATLY IMPROVED

**DELAND  
& CO'S**

**BAKING POWDER**

**CRITICAL ANALYSIS.**

UNIVERSITY OF DRESDEN,  
Suhl Lake City, June 8th, 1887.

By careful examination Deland's Chemical Baking Powder with the microscope and with chemical reagents, I find that it is free from Alumina, Starch, Flour, Bones Ash, Ammonia and White Earth; and that it consists essentially of Cream of Tartar and Bi. carbonate of Soda.

The Baking Powder examined I purchased at Barnes & Davis, in this City.

J. T. KINGSBURY, Chemist.

**MANUFACTURERS, CHEMISTS, CONFECTIONERS**

**PRINCIPALITIES OR POWERS**

are unable to improve the statement on every can of Deland's Chemical Baking Powder **MADE OF Pure Grape Cream Tartar and Bi-Carb. Soda only. No dilling whatever.**

**CAUTION**—Use one fourth less of this Baking Powder, and one half less absorbing with all recipes than with other brands.

**HASLAM BROS.,**  
**BUTCHERS.**

**Bargains**  
AT —  
**DEL'S!**  
an Every Day Occurrence  
**DEL'S!**  
**LOW PRICES!**

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are Prices and Qualities  
pretended Sales of  
whole Line of  
**GROCERIES,**  
and CLOTHING,  
SIZES AN —  
EQUAL TO THE CHEAPEST.

**SEDEL'S!**  
**Central Railway.**  
 November 13th, 1887.

**AIR LAKE DAILY, AS FOLLOWS:**

**Going South.**

a. Milford Express at.....	4.00 p.m.
a. Juab Express at.....	7.20 a.m.

**in Salt Lake daily, as follows:**

**From South.**

a. Milford Express at.....	10.00 a.m.
a. Juab Express at.....	6.40 p.m.

**JOHN SHARP,**

[illegible]

**EVENING NEWS.**  
Saturday, November 26, 1887.  
**MACHINE-MADE BOOTS.**  
A NEW SYSTEM OF SECURING THE SOLES INVENTED IN ENGLAND.

A new system of bootmaking has been perfected in which the method of securing the sole to the uppers and insole together is the exact reverse of the ordinary wholesale system. In the new system the uppers and insole are joined by small tacks, the points of which are turned inward, so that the sole is fast, besides which their use is accompanied by other disadvantages, such as the necessity of the workman being round to receive the stitching, by which it is, of course, weakened and liable to break, and the work is much reduced. In the "Ab Intra" system the tacks are deftly put into the insole by a hand machine, the flat heads of the nails being flush with the surface of the insole and toward the sole. The upper is placed on the sole, and the tacks are placed between the sole and the upper with means of a hollow tube, with which the operator presses down the leather over the point of the tack. The sole is then placed over the protruding points of the nails and hammered in, so that a few blows will suffice to secure the sole to the upper as tight as a seal. So perfectly are the three parts joined, that no severe efforts are required to separate them. The secret of this great cohesive power lies in the fact that the tack, which has a shoulder near its point and in section resembles a screw, is driven into the leather the closer over the shoulder of the nail and denser the leather, the more difficult it is to extract it. After the sole has been secured, the foot is finished in the usual way, the time occupied in doing the sole being about half that required in the ordinary machine boot process. The new system is being extensively attested by practical boot manufacturers, and is supposed to be a permanent change the condition of the wholesale boot manufacturing trade.—*London Times.*

### The Water Jet.

One of the questions submitted to the railroad companies by the international commission of the congress of railroads was as to the question of the use of a jet of water to clean and increase the adhesion of locomotive wheels.

The companies have submitted answers to this question, which are published in the report of the international commission. The Mediterranean Railroad, of Italy, submitted an elaborate report by which it was shown that the experiments were begun in 1870 on the Postedecimo-Bussalla line, which was so successful that the water jet was applied to all the locomotives used on the heavy grades of that line. This resulted in a consid-

The further opinion is advanced that, while the adhesion is not increased by the use of sand, the water as sand, the water jet system does not interpose any resistance to the movement of the train, as does the sand system, or of any of the other systems of rails. The engine drivers much prefer the water jet system, as they say it draws the train lighter—that is, it does not impede the movement of the train, but the abandonment of the use of sand is completely opposed by the wear of rails. This result is supported by numerous observations, and is the opinion of the experienced engineers M. Couard on the Sordet-Redeux Tunnel of the Paris, Lyons and Mediterranean Railroad, and of Swiss Central Railroads. The water jet system is used on the railroad of the Swiss Central Railroads. The water

answer in cold climates, but it has been very successful on the Swiss Central and Gotthard lines, both of which are in the lower Alps. The Gotthard railroad has 50 locomotives fitted with the water jet, and thoroughly approves the system. On this road, although there are long tunnels and steep grades, making the use of heavy locomotives necessary, the economy in fuel is more than 10 per cent than was expected. The results so far obtained justify the making of extended experiments with the water jet system, is the opinion of the commission.

**Terrible Fight Between Lions.**

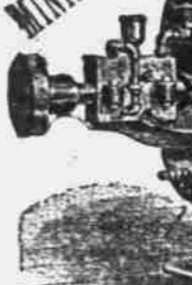
Early yesterday morning there was a fearful battle in the double exhibit

lion at Averbop. Delmonico, the most plucky tamer of beasts, has been triffing in a cage with three big forest lions. Five more lions of a different kind, but very big also, arrived from Africa Monday, and were put up at once into a big cage with the three already there. When he had done, Mr. Mile Kera, his partner, went in with a cello and took a little dog. This was repeated during the day, and the lions were so much stunned by the noisy crowd and the visits of the dog that they took of anything else. Shortly after midnight, however, a menagerie was filled with frightful roaring and a sorrowful thud.

The huge beasts rolled over and over, and pieces cut of each other with a ferocity that was sickening. The new arrivals were pitted at first odds against the lions who had been in possession. The tamer arrived half-clad and found his lions bleeding fearfully, but still fighting. The appearance of Deinonico with a red hot iron produced an effect, and all but the two chief combatants crouched sullenly down. On these two hot irons were

[illegible][illegible]

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**CLOTH AND TRICOTS, in Flannels,**  
nearly all of them ends of pieces

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as much to manufacture

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