DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. XX. SALT LAKE CITY, UTAH TERRITORY, TUESDAY EVENING, JULY 26, 1887. NO. 205.

EVENING NEWS:
Published every Evening, except Sunday.

One Copy, one year, with Postage, $10 00
" " six months " 5 00
" " three months, " 2 50

DESERET NEWS:
SEMI-WEEKLY,
PUBLISHED EVERY TUESDAY AND SATURDAY

One Copy, one year, with Postage, $3 00
" " six months, " 1 75
" " three months, " 1 00

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WEEKLY,
PUBLISHED EVERY WEDNESDAY.

One Copy, one year, with Postage, $2 50
" " six months, 1 50
" " three months, 50

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PUBLISHED BY
THE DESERET NEWS CO.,
SALT LAKE CITY, UTAH.

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LAST NIGHT'S NEWS

News Notes from the National Headquarters.

THE TWO RAILWAY COMMISSIONS.

An Unusually Long List of Casualties.

ESCAPE OF THE GREAT CHICAGO BOODLER McGARIGLE.

OTHER CRIMINALITIES—FRENCH PARAGRAPHS, ETC.

By Telegraph to the NEWS.

Washington Notes.

WASHINGTON, July 25.—The total value of the mineral products increased in round numbers from $428,000,000 in 1885 to $465,000,000 in 1886. An important factor in this gain of $37,000,00 was the increased production of pig iron from 4,044,625 long tons in 1885 to 5,683,329 long tons in 1886, and an appreciation of 75 cents in the general average value per ton, making a total gain of $10,483,360 in this industry alone. The total value of gold produced in 1886 was $35,000,000, an increase of $3,199,000 over 1885. The production of

SILVER DECREASED

from $51,600,000 in 1885 to $51,000,000 in 1886. The production of copper in 1886 amounted to 160,678,081 pounds, a decrease of 10,285,526 pounds from 1885. The total production of lead increased to 136 629 tons in 1886. In 1885 the production was 129,412 tons. The production of white lead in 1886 is estimated at 60,000 short tons. The total value of oxides of lead was about $1,535,000. In 1886 the production of quicksilver in California was 29,981 flasks. This is a decrease of 2,092 flasks, but the total value shows an increase of $80,811, due to an increase in prices. The total production of coke in 1886 was 6,535,088 short tons. This is the largest production ever reached in the United States. The total production of petroleum was 28,110,115 barrels of 42 gallons each, of which the Pennsylvania and New York fields produced 25,799,000 barrels an increase of 6,628,074 barrels over 1885

THE WHITE HOUSE

presented an animated scene this afternoon on the occasion of the reception of the delegation from Missouri to invite the President to visit St. Louis during the State Fair in October. The delegation numbered nearly 100 persons, representing all the interests of the city as well as the principle sections of the state. The President received them in the library, and shook hands cordially with each. Mayor Francis made the presentation, and when all had been received, to the following effect:

"The disappointment consequent upon your letter of declination was deep and all-pervading; but co-extensive with it was a sentiment of sincere approval of the

PATRIOTIC MOTIVES

which prompted you to such action. The citizens of St. Louis, irrespective of party, nationality or race, in mass meeting assembled the day after the letter was received, with one voice enthusiastically resolved to extend to yourself and your estimable wife a cordial invitation to visit the city during the first week of October next, and instructed their mayor and committee to try and deliver the same in person to you. Assemblages of a like character were promptly held in almost every county in the state, endorsing and emphasizing the action taken in St. Louis, and we are here, therefore, in obedience to the mandates of our people; we urge you to favor us with your presence."

In response, the President said:

"My reply to your very complimentary and hearty address will be very

BRIEF AND PRACTICAL.

At the time you did me the honor, with so many of your fellow citizens, to invite me to your city, I felt that it was an invitation which should be declined. It was not at all necessary to convince me of your good faith that, so many of your good people should come here at this inopportune season to bring this invitation, and yet you don't know how much it has pleased me to see you all. The desire to come and see you has increased each day. I don't feel now that I can do otherwise than accept your invitation. The arrangement made before was entirely free from complication, and presented no likelihood of any. You are aware that I agreed to visit the city of Atlanta early in October. I only speak thus because when we are about to determine upon the day when I

CAN VISIT YOU,

this Atlanta visit must be considered. However, this is a matter that can be arranged afterwards. Luckily, we have plenty of time. I shall be glad to meet or correspond with a committee of citizens and fix the date and make arrangements in detail, but the thing must be done; I will come."

Members of the Cabinet and their families were included in the invitation.

A delegation of Cœur d'Alene Indians from Idaho, with Chief Sellic at their head, waited on the President this afternoon and asked his co-operation in securing their treaty rights.

THE RAILROADS.

The Commission in San Francisco—Northern Gauge Changed, Etc.

SAN FRANCISCO, July 25.—The Pacific Railway Commission has arrived in the city and will begin the investigation of the affairs of the Central Pacific Railway to-day. The chief inquiry will be directed toward the discovery of how much, if any, of the earnings of the Central Pacific road were diverted to aid in the construction of the Southern Pacific.

BUTTE, Montana, July 25.—Spring Hill, Montana, special to the *Miner*: The great work of changing the gauge of the

UTAH AND NORTHERN

Railway, the Montana branch of the Union Pacific, to a standard from Silver Bow to Pocatello, was made in five hours to-day. The distance was 240 miles, divided into sections of six miles to each gang. The purse of $25 for the quickest time was won by Foreman Dowman in three hours and forty-three minutes. This beats the record. A special run on the return trip was made south at the rate of 43 miles per hour. Heavy trains of standard gauge laden with coal for Anaconda are already moving north.

SAN FRANCISCO, July 25.—The Pacific Railroad Investigation Commission began its session to-day in the rooms of Leland Stanford, president of the Southern Pacific Railway.

E. H. MILLER,

secretary and comptroller of the company, was examined at great length. The commission decided to learn the names of all the railways consolidated with the Central Pacific, but it was stated that no book or record detailing these facts was kept by the company, but a number of consolidations were enumerated as having taken place. The conditions under which these consolidations occurred was not developed in any of the testimony given by Miller. Questions were then propounded as to the contracts which had been given for the construction of the road, and it was elicited that Charles Crocker, now one of the directors of the road, took one of the first and largest contracts on the Central Pacific road.

ANDERSON,

one of the commissioners, asked for Crocker's European address that he might be sent for to appear as a witness. The names of all the counsel in the employ of the company were also elicited from witness before he was dismissed. To a question propounded by the commission, the witness, Miller, said that the contracts under which Charles Crocker had constructed a portion of the Central Pacific were missing and could not be found. Witness said that the executive committee of the road kept no records of its proceedings to his knowledge.

This afternoon the commission is looking over the minute books of the company discovered a document pertaining to leases and subsidies paid by the transcontinental lines to the Pacific Mail Steamship Company to prevent the cutting of rates. The

FOLLOWING TOTALS

were extracted from the tables of amounts paid the Pacific Mail from 1871 to March, 1886: By Union Pacific Company, $1,994,000; Central Pacific, $2,030,000; Southern Pacific (beginning in 1883), $350,000.

NOGALES, Arizona, July 25.—A strike occurred on the New Mexico, Arizona & Sonora Railroad this morning, the brakemen refusing to go to work. The trouble was caused by Superintendent Richards issuing orders compelling the men to make up their own trains in the Nogales yards to-day. These men said they would not have six hours rest in twenty-four. The conductors also refuse to take trains, being short handed. They claim the responsibility is too great. The men are orderly and create no disturbance, but are determined that all trains shall be stopped, including passengers and mails.

INTER-STATE COMMISSION.

WASHINGTON, July 25.—The Inter-State Commerce Commission delivered an opinion to-day in four of the cases recently brought before it. The cases are entitled Louis Larrison against the Grand Trunk Railway Company and the Michigan Central Railway Company against the Grand Trunk Railway Company. They were heard together. The charge is unjust discrimination. Larrison complains that the road would not sell him a thousand mile ticket at the price paid by commercial travelers and the Michigan Central Company complains that the Grand Trunk was selling to commercial travelers at lower rates than to the public in general. The defendants admit the fact as charged, but after that nothing alleged is in conflict with the law.

THE OPINION

reviews and discusses at length the various points set up by the defendants and concludes as follows: "Common carriers may continue the issuance of mileage passenger tickets; the charges for which must be reasonable and just, and free from unjust discrimination or unreasonable preference. Persons belonging to the class known as commercial travelers are not privileged to ride over railroads at lower rates than are paid by other persons. Whatever reasonable rates commercial travelers are made to pay, other travelers may be asked to pay. To charge one more than another is unjust discrimination, and this is true whether the tickets issued are mileage tickets or in some other form. The refusal of the defendant, the Chicago & Grand Trunk Railway Company, to sell complainant Larrison a thousand-mile ticket at $20, the price at which said company was

SELLING SUCH TICKETS

to commercial travelers, and the neglect to publish the rates at which the defendant was offering to sell mileage tickets, were alike in conflict with the act to regulate commerce."

Opinion of Commissioner Morrison, all concurring.

The case of the St. Louis wholesale grocers against the Missouri Pacific, embodies the complaint that while commutation tickets are sold at rates which would amount to not more than $15 for 1,000 miles, the thousand mile tickets upon which commercial travelers travel, are not sold for less than $25. The commission is also asked to order and direct that discrimination be made in favor of commercial travelers. The commission does not regard the fact that the commutation tickets are put on sale at a given rate to be one that entitles the purchasers of

MILEAGE TICKETS

to complain of unjust discrimination. If it charges a higher rate, the circumstances and conditions, the opinion says, are not the same. The commission finds nothing in the testimony submitted going to show that a charge of $25 for a thousand mile ticket is unreasonable.

In respect to the order it is requested to make in favor of commercial travelers, the opinion says the entire policy and spirit of the law are against it, and when mileage tickets, as distinguished from trip tickets, are issued, they should be sold to all impartially and on the same terms.

Opinion by Commissioner Walker, all concurring.

The case of Ralph W. Thatcher of Schenectady, N. Y., against the Fitchburg Railroad and others, for excessive rates on grain to Boston, is dismissed for

WANT OF EQUITY.

In the case of the Burton Stock Car Company, the decision is to the effect that there is no apparent ground on which the railroads can be ordered to pay mileage to the Burton Company. In respect to the alleged unreasonableness of the charge to shippers of stock by the Burton cars in excess of that to shippers by ordinary cars the commission says the case is not satisfactorily presented.

Perkins vs. Baldwin.

LOS ANGELES, Cal., July 25.—The breach of promise suit of Louise C. Perkins against "Lucky" Baldwin, which promised to be sensational, has evidently been compromised. Miss Perkins, in her suit, asked for one-half million dollars damages. A supplemental answer has been filed in the case by the business agent of Baldwin, declaring that he has paid Miss Perkins one hundred dollars "and other good and valuable considerations in full payment of all demands and claims," and that plaintiff has in writing relieved Baldwin from any further demand. It is stated that the settlement was on the basis of $12,000. The matter will be brought to the attention of the court to-day when it is expected that the latest of the somewhat numerous breach of promise suits commenced at various times against defendant will be dismissed.

CHAPTER OF CASUALTIES.

Storms, Floods, Fires and Lives Lost.

CALCUTTA, July 25.—All on board the steamer *Mahratta*, which foundered off Hoogly Point, were saved except six, including the chief engineer.

LOS ANGELES, July 25.—Sunday morning about three o'clock a fire was discovered in the gambling den in Chinatown. The fire companies which were ordered out soon appeared, but the slow actions of the firemen in getting water on the flames seemed to indicate that they were not over-anxious to save the buildings. The fire continued spreading until it had consumed twenty-five buildings, which a short time before had housed 1,000 Chinamen. During the fire an explosion occurred in one of the buildings, which, coupled with the cries and frantic movements of the Chinamen, caused

INTENSE EXCITEMENT

for the time. An intelligent Chinaman places the loss at about $175,000, but outsiders estimate the loss at less. There was but little insurance on the buildings. Only a few days before the fire agents of the insurance companies in San Francisco came down here and canceled the insurance policies, saying that with the existing feeling against the Chinese, the risk was too great to continue the policies. The origin of the fire is unknown. One theory is that a Highbinder Chinaman having suffered heavy losses at a tan game, set fire to the house in order to have revenge. Another theory is that a lamp exploded in the building. Still another is that the fire was the act of an incendiary.

HAIL STORM.

LONDON, July 25.—A heavy storm has swept over Switzerland doing great damage to crops in Lucerne.

SPRINGFIELD, Mass., July 25.—A special from Great Barrington reports 18 lives lost by the flood. Particulars have not been received. It is reported that two dams gave way in Williamsburg last evening. Particulars have not been received.

A later dispatch from Great Barrington says that but one life was lost. Frank Charles Drum, of Caryville, climbed into a railroad tank to escape the flood and was drowned. Twenty-three bridges are gone, beside the grist mill and dams and factories.

DROWNED.

DETROIT, July 25.—A *Free Press* special from Amherstburg, Ontario, says: The steam barge "D. W. Powers" of East Saginaw, passed up this morning. She reports the loss of the barge "Theodore Perry" of Rondeau at 2 o'clock Saturday morning during a heavy gale. Captain McCormick of Saginaw, a crew of four and two young men from Saginaw were drowned.

LAKE PLEASANT, Mass., July 25.—This has been the most severe rain ever known in this vicinity. The water in Lake Pleasant is two feet higher than ever before. The roar of the mountain streams sounds like that of the ocean and can be heard for three or four miles. There was a rise in the Connecticut River of

TEN FEET

in an hour and twenty minutes. No trains have passed here since morning. A washout is reported on the Fitchburg road near Erving, 100 feet long and 20 feet deep. All carriage roads in the vicinity are damaged and many bridges carried away.

PORT JERVIS, N. Y., July 25.—A washout occurred on the Erie road, two miles west of Cochecton, last night, carrying away the track just as a train loaded with cheese was passing. The engine and several cars passed safely, but twenty-one cars of cheese went down the bank and were totally wrecked. Travel was delayed about ten hours.

GREENFIELD, Mass., July 25.—The freshet has just

SWEPT AWAY

the iron railroad bridge at Erving, which will cause still further delay to traffic.

DOVER, N. H., July 25.—All the rivers in this part of the state are higher now than ever known before in summer. Freshets in Lamprey River at Newmarket this morning carried away a large part of the old dam. The Newmarket Cotton Mills and also the foundation of Number One Picker Mills and the engines and derrick employed in constructing the new dam, were swept away. Cocheco River is rising rapidly and the depth of water rising over the dam is forty-two inches, the highest ever known in summer.

ST. PETERSBURG, July 25.—A dispatch from Novgorod says the large

NAPHTHA SPRING

storehouse containing 1,000,000 pounds, at Balachna, is on fire and that the flames have spread to the structures enclosing other springs.

SAN FRANCISCO, July 25.—The Pacific Mail steamer *City of Rio de Janiero* arrived last night bringing Hong-Kong advices to July 1st and Yokohama news of July 9th.

By the loss of the steamer *Sir John Lawrence* in May, in the Bay of Bengal, 800 lives were lost, mainly pilgrims of the best families in Bengal. From the 21st to the 26th of May a cyclone raged in the Bay of Bengal with disastrous results to shipping, and attended with great loss of life. The storm was the severest experienced in that quarter since 1866 judging from the reports of vessels which weathered it. The passengers on board the *Sir John Lawrence* numbered 750, the officers and crew numbering 60.

THE PASSENGERS

were mainly women going on pilgrimage to the famous temple Joganath at Puerl. There is scarcely a native family in Calcutta which does not bemoan the loss of relatives in the disaster.

MALTA, July 25.—A violent volcanic eruption has occurred on the Island of Galita, off the coast of Tunis. Streams of lava are issuing from the crater, and the glare of the flames emitted is visible for fifty miles.

NEW YORK, July 25.—Fleishman's Vienna Bakery stables burned this a. m. Forty-eight horses were burned to death. Loss $30,000.

BUTTE, Montana, July 25.—A Great Falls, Montana special to the *Miner* says: A terrific thunder and

LIGHTNING STORM,

accompanied with heavy hail, occurred to-day. It was the hardest ever known here. A Frenchman lost several hogs and calves from lightning. Paris Gibson's house was struck and portions of the plastering torn off. The fire danced into the telegraph offices of the Rocky Mountain Company, and the office was flooded. Almost a panic prevailed in the camp of Manitoba graders, ten miles east of the city.

GUAYAQUIL, July 25.—Advices of June 30 says that on the day previous the severest earthquake shock was experienced that has been known since 1859. Great damage was done in the city.

GREENFIELD, Mass., July 25.—Never before in its history has Miller's Falls experienced such

DAMAGE BY WATER

as was occasioned by Sunday's freshets. Between that town and Irving, a distance of six miles, are twenty-five washouts and eleven land slides by actual count. During Sunday's violent rain a torrent of water came rushing down the mountain west of the Fitchburg depot, gullying it badly. In a short time the depot flat was buried under three feet of water. Just east of the passenger station is a freight house. This the water totally undermined, tearing a chasm sixty feet wide and twelve feet deep through the gravelly soil. Passing underneath the slide tracks it dropped the freight and coal cars into the chasm, end up. The torrent rushed down the steep incline to the river, 200 feet, tearing a gorge

TWENTY FEET DEEP.

and fifty feet wide, undermining the coal sheds and shade trees in its passage. South of Lake House is another gully fully ten feet deep and fifteen feet wide. Sections of the Fitchburg Railway yard tracks are undermined in places quite badly. Bridge Street is gullied so as to be impassable. All travel between Miller's Falls and Northfield is cut off. A prominent railroad man said that if the railroad puts on its entire force of workmen it will take fully two weeks before the road is anywhere near repaired.

Of the 25 washouts either one is large enough to engulf a train and it is a wonder that no fatalities have occurred. There is a general blockade of traffic on both sides of Ewing. At Weldons several bridges are down and all the roads are

BADLY WASHED.

Most of the damage on the railroad and highway are caused by the swelling of the small mountain streams which rushed from the hills and made raging torrents. Altogether these are the worst washouts that Franklin County has experienced in many years, and, singularly enough, they are all within a radius of six miles.

Baseball.

AT PITSBURG.
Pittsburg..... 7 | Indianapolis..... 6
AT WASHINGTON.
Washington..... 3 | Philadelphia..... 4
AT NEW YORK.
New York..... 4 | Boston..... 4
Brooklyn..... 4 | St. Louis..... 2
Metropolitans..... 5 | Louisville..... 3
AT DETROIT.
Detroit..... 15 | Chicago..... 3
AT BALTIMORE.
Baltimore..... 2 | Cincinnati..... 1
AT PHILADELPHIA.
Cincinnati..... 2 | Athletic..... 5

French Facts.

PARIS, July 25.—M. Cassagnac published a flat denial of the story that eighty-four generals proposed a *coup d'etat* to General Boulanger, and challenged *La France* to publish their names. *La France* asked General Ferron's permission to publish the names. After denying the story, M. Cassagnac printed an article headed "Coward, Liar, etc." The result is that M. Laur, admitting himself to be the author of the original letters referring to the matter, has challenged M. Cassagnac to fight a duel.

La Justice considers the letters of too small consequence to be worth any bother, and it expresses the opinion that too great liberties have been taken in twisting words uttered by General Boulanger in the intimacy of his home circle.

La France is now backing out of the affair.

M. Laur, author of the Boulanger letters, promises to make public the names of the fifty-four generals who are alleged to have pledged their support to General Boulanger in the *coup d'etat* after his duel with M. Cassagnac.

Ferris, speaking at a banquet to-day, said that it was not a national guard that France needed, but a defensive army proportionate to the offensive forces surrounding her. What did France the greatest injury in the eyes of Europe was the divisions and the apparent government of anarchy.

Special Notices.

Dr. R. Butler, M. A., Cambridge University, England, says St. Jacobs Oil acts like magic.

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Manufacturer of Fine Havana Cigars, 171 & 173 S. Main Street.

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of Carpets and Wall Paper
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and Dandelion with Iodide of Potassium. Thousands of witnesses, among them the best Druggists and Physicians, testify to the wonderful cures wrought by
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All who are BALD, all who are becoming BALD, all who do not want to be BALD, all who are troubled with DANDRUFF, or ITCHING of the scalp, should use Benton's Hair Grower. EIGHTY PER CENT. of those using it have grown hair. It never fails to stop the hair from falling. Through sickness and fevers the hair sometimes falls off in a short time, and although the person may have remained bald for years, if you use Benton's Hair Grower according to directions you are sure of a growth of hair. In hundreds of cases we have produced a good growth of Hair on those who have been bald and glazed for years. We have fully substantiated the following facts.
We grow Hair in 30 cases out of 100; no matter how long bald.
Unlike other preparations, it contains no sugar of lead, or vegetable or mineral poisons.
It is a specific for falling hair, dandruff, and itching of the scalp.
The Hair Grower is a hair food, and its composition is almost exactly like the oil which supplies the hair with its vitality.
Sold by druggists or sent on receipt of price, $1.00.
BENTON HAIR GROWER CO., Cleveland, O.
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Clearance Sale at an Enormous Sacrifice
On account of Altering and Building Addition to our Store.
On FRIDAY, JULY 1st,
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OUR ENTIRE STOCK OF HIGH COST
Ladies' Underwear at a Great Loss!
Finest Grades Embroidery and Lace Trimmed Chemese at $1.15, 1.25, 1.50, 1.75, 2.50, reduced from $1.50, 1.75, 2.25, 2.50 and 3.50.
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Night Gowns at $1.50, 1.75 and 2.00, reduced from $2.25, 2.50 and 3.50.
Skirts at $1.25, 1.40, 1.65, 1.75 and 2.50, reduced from $1.75, 2.00, 2.25, 2.50 and 3.50.
500 Yards Sea Side Bunting, in Cream, Black and a variety of colors, at 5c. Just the thing for July and August dresses.
2000 Yards of Rich Priced Muslin, Mid-summer Dress Fabrics, in a variety of styles and in Cream, Tan, Cardinal and Black, at 15c., reduced from 20, 40 and 50c.
Our entire stock of Novelties, in best Scotch Zephyrs, at 40c., reduced from 60 and 65c.
30 Pieces Fashionable Summer Dress Goods at 12½c, worth 25c.
50 Pieces Best Styles and Quality Crinkley Seersuckers at 12½c, worth 20c
300 Pieces Best Makes and Choicest Styles Dress Prints, 16 yards for $1.00.
25 Pieces Lace Bunting in Cream, Cardinal, Light Blue and Pink, 12 yards for 85c.
100 Dozen Ladies' Jersey Lisle Gloves, in best Tan Shades and Slate, at 25c. worth 50c.
We offer our Entire Stock of Colored Embroideries at HALF PRICE!
50 Dozen Corsets, embracing Six Styles, which we have been selling from $1.00 to 1.50, are now offered for 50c, as the space they occupy is to be torn down.
We also offer about 40 SATIN CORSETS at $2.00, reduced from $5.00.
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