

THE PACIFIC RAILROAD BILL.

The citizens of this Territory have been aware for many months past, that a great rivalry has existed between the two companies who are building the Pacific Railroad, as to which should finish the longest stretch of road before the two lines meet, causing each company to make almost superhuman efforts to push the work under its direction forward with the utmost dispatch. As the road neared completion this feeling grew in intensity, especially when the grading parties of the two companies began to work side by side, and at one time there appeared to be a great probability of both companies running separate lines through the valley north of us from Ogden to the northern shores of the Great Salt Lake. This feeling ultimately developed into charges and counter charges being presented before Congress, asserting that the lines were not being built according to the requirements of the law which granted Government aid to the builders of the Pacific Railroad. The Union Pacific Company were charged with building an inferior road, with gambling with the interests of the shareholders, with neglecting the requirements of the Government and with grading far beyond the distance in advance of the completed line allowed them by law. Charges of a like, if not entirely similar nature, were made against the Central Pacific Company, and Congress was called upon to decide the points at issue.

The most important item, however, in the dispute, that concerned the people of this Territory, was where the joint terminus of the two lines should be located. It was certain to be somewhere in the vicinity of the Great Salt Lake, either at Ogden, the Promontory, near Monument Point or even west of that. The Central Pacific had graded to Ogden, and were very anxious that their terminus should be there, as by that means they hoped to secure a large percentage of the Utah trade for California. The majority of those interested in the Union Pacific road claimed that the terminus of the lines should be wherever they met, and as their line had long passed Ogden, they would probably have had the common terminus somewhere on the northern shore of the Lake.

Our readers will however see, by the bill that we published in our issue of the 20th inst. that Congress has decided that the junction shall be "at or near Ogden," or, in the words of the bill, provided "that the common terminus of the Union Pacific Railroad and the Central Pacific Railroad shall be at or near Ogden, and the Union Pacific Railroad Company shall build and the Central Pacific Railroad Company shall pay for and own the railroad from the terminus aforesaid to a promontory summit, at which point the rails shall meet, and connect and form one continuous line." By which we understand that the Union Pacific Company will have to sell to the Central Pacific all the road they have built north of Ogden as far as the summit of the Promontory, and that there "they will cease work; whilst the Central Pacific will continue to move eastward until they reach that same point where they will connect, and form one line, which line as far east as Ogden shall become the property of the latter company.

For ourselves we deem this legislation eminently wise, not only to quiet the difficulties that have existed between the two lines, but also for the credit of the Government, and for the sake of economy. Ogden is certainly the best place for the terminus; its advantages are far greater than any point for many miles on either side of it, and we fully anticipate yet seeing it by far the most prosperous of any of the cities that line the railroad track in its passage through the Rocky Mountains.

So far as regards the charges that have been brought against these companies, the 4th section of this same bill provides that the Attorney General of the United States, shall make a full investigation of the same; and he is empowered to institute all necessary and proper legal proceedings should he discover the same to be true either before a civil or criminal court, as the necessities of the case demand. Other sections of the bill provide for the appointment of a board of five eminent citizens of the United States to examine and report the condition of the two roads, and also to report the sum they consider it will take to make the road "first-class" through its entire length from the Missouri to its Western terminus. The President is also authorized to withhold from either company such sums as will be required to make the road "first-class," until all the interests of the United States are secured and the road is declared fully completed from end to end, as required by law.

Meadow Lake, a mushroom town, which sprung up on the Central Pacific railroad, two years ago, and at one time boasted a city government, two theatres, thirteen hotels, etc., has now a population of thirty-five, and a building that cost \$3,000 was sold the other day for \$75.

(Special to the Deseret Evening News.)

By Telegraph.

CONGRESSIONAL SENATE.

Wilson called up the resolution authorizing the Secretary of the Navy, with the consent of the Columbia Government, to cause further surveys for a railway or ship canal across the Isthmus of Darien. Finally the resolution was laid over.

Carpenter called up the resolution asking the heads of departments for information with regard to the number of clerks employed, whence they came, by whom recommended, etc. The resolution gave rise to a lively debate relative to the general question of appointments. Trumbull deplored the abuse which had grown up of office seeking, and gave notice that he would introduce a bill next session making it a penal offense for any member of either house of Congress to solicit office or sign papers of recommendation. Finally the Senate went into executive session.

GENERAL.

Washington, 21.—The following are among the nominations made today: J. H. Hutchinson, of Ark., Minister to the Sandwich Islands. DeLong having been withdrawn; also a number of Quakers have been appointed as Indian Agents. Enoch Hoge, Superintendent of Indian Affairs for the Central Superintendency; Samuel J. Janney, for the Northern Superintendency; T. O. Donaldson, Register of the land office at Boise City; A. Grass, District Attorney for New Mexico. About forty revenue officers, in various districts, were removed today.

Leave of absence will be granted to all Odd Fellows in the Treasury Department to attend the coming celebration in Philadelphia.

St. Catherine's.—The Welland canal was opened for navigation today.

Baltimore.—In the Circuit Court, in the case of Kimberly against Gen. Butler, Chief Justice Chase sustained the demurrer of the plaintiff's to the defendant's plea, in abatement of privilege from arrest as a member of Congress, as used in the Constitution means arrest or detention by force, with a view to imprisonment, and not a process or summons in a civil suit. The argument was then continued on other pleas.

New Haven.—A Labor Convention was held yesterday for the purpose of organizing a State Labor League; the attendance was very large.

Montpelier.—The winter weather and heavy rains have caused the worst freshet known for years; the basements of buildings are filled with water, and the damage to property is very heavy.

Memphis.—The weather is delightful. The races are very largely attended. Two races have been run, one a hurdle race, a dash of two miles, with four hurdles and eight leaps, time, four minutes and thirty seconds; the other a velocipede race of one mile; time, ten minutes and eleven and a half seconds.

Buffalo.—No train leaves on the Central to-night, on account of the high water.

New York.—All the first mortgage land grant bonds of the Union Pacific railroad were taken yesterday by the Boston parties, thus providing funds sufficient to complete and equip the road perfectly, pay the floating debts and build the Denver branch. The annual meeting for the election of directors of the company will be held at Boston to-morrow.

Boston.—The overseers of Harvard College have again had a session today to consider the election of Professor Elliott, as president; but again adjourned without action.

A convention of working women met today, to consult the general welfare of seamstresses and others.

Washington.—The following confirmations were made today: Jas. B. Partridge, Minister to Venezuela; T. J. Coppey, Secretary of Legation to Russia; Adam Badeau, Assistant Secretary of Legation to London; J. Stout, receiver of Public Money at Boise, Idaho; Robert Gardner, Register of Land Office at Humboldt, California; M. H. Stephens, ditto at Legrand, Oregon; W. Butler, at Aurora, Nevada; Edwin Frey, at Lewiston, Idaho; E. S. Davis, Surveyor-General of Nevada; Jos. B. Harmstead, collector at the branch mint at San Francisco; Oscar D. Munson, Assayer ditto; James B. Cochrane, melter and refiner ditto; Thos. J. Sherwood, Postmaster at Marysville, California.

Washington.—Sumner has informed the Secretary of State that the Committee on Foreign Relations has decided to report adversely on several foreign nominations, including Pile and Carlisle. The Secretary replied that the President had decided to send no more nominations, but under the circumstances he would probably make new nominations for these positions.

The following confirmations were made to-night: Ministers,—Schellabarger to Portugal; Nunn, of Tennessee, to Ecuador, Delong to Japan, Ritchie Fox to Nicaragua; Baxter, of Michigan, to Honduras, Forbes, of Delaware, to Salvador, Damas, (colored) to Liberia.

Secretaries of Legation: Boal, of Ills., to Mexico; Tippitt, to Vienna.

San Francisco, 21.—A special meeting of the Chamber of Commerce has been called to consider the propriety of memorializing the President against the removal of the officers of the branch mint in this city. Already the mere apprehension of closing the establishment has led to the recall of funds, and has depressed business on Change. It cannot be possible that the Senate will confirm these nominations, thus disregarding the universal protest of the business community of this city.

Memphis, 21.—A train on the Nashville and Northwestern railroad ran through a trestle yesterday, near Dresden, killing the engineer and fireman; several passengers were severely injured. About the same hour a train on the Mobile and Ohio road ran through a trestle near Trenton, killing the engineer and two passengers; their names are unknown. The latter were riding on the engine. The storm had washed away the earth underneath the trestle.

Indianapolis.—Hon. Jno. L. Ketchum, a prominent attorney in this city, died last night from the effects of injuries received by a fall through a hatchway.

New York.—A Brooklyn paper says Senator Fenton intends to sue the Commercial Advertiser and Evening Post for libel, damages half a million.

The Herald's special says the Spanish Minister has called on Secretary Fish and demanded a proclamation against filibustering; the Secretary promptly declined, saying as the insurgents had a provisional government he saw no reason for hindering persons from taking up arms in their service. The Spanish Minister, some days since, promised full reparation for the insults to our flag; yesterday he informed the Secretary that he had not heard from his government, when the Secretary informed him that war would ensue unless an answer was forthcoming soon.

FOREIGN.

San Francisco, 21.—Yokohama advices to March 13th, say that seditious placards had been posted during the night on the government bulletin boards, warning parties in power that they would be murdered if they did not abandon their tyrannical acts. The authorities view this as a threatened outbreak, and have placed troops in the Custom House and bonded warehouses, and keep soldiers patrolling the streets night and day. Another rebellion against the Mikado appears imminent.

Alfred Phelps, agent of the Pacific Mail Co., died at Kobe, March 8th.

Florence.—The Italian Budget is very satisfactory; the income is steadily reaching expenses, and it is consequently not necessary to impose any new taxes for the current year.

Berlin.—The Prussian government has instructed its ambassador at Paris to thank the Marquis Tavehille, for his pacific speech in the Corps Legislatif.

Madrid.—The Cortes is considering a plan for the reorganization of the army on the Prussian system.

Hallfax.—Hon. Joseph Howe has been elected to represent the County of Kent in the Dominion Parliament; Kellam and Levison, Anti-Unionists, have been elected for Yarmouth and Kitchmond.

London.—The negotiations for a commercial conference between France and Belgium are suspended.

Madrid.—An informal meeting of a majority of the members of the Cortes was held today, to nominate a candidate for the throne; no result was obtained.

Montreal.—The inundation already exceeds that of 1893; provisions are being sent in boats to suffering families.

A MENAGERIE LOOSE IN MISSISSIPPI.

FOREST, Miss., March 24, 1899.

Several days previous, immense posters were posted on all the walls in town, announcing that Reynolds' Great Mexican Gymnasium and Menagerie would exhibit in Forest on that day. Early in the morning all the roads leading to town were thronged with people of all ages, sexes and colors, and by ten o'clock the whole town was alive with visitors waiting the arrival of the menagerie. At eleven the fine brass band announced the arrival of the show, and by twelve the canvas was stretched and the cages of the animals arranged.

The huge elephant Hercules—the largest ever imported into this country—was chained to a stake, and by way of caution to those entering the canvas, Mr. John Alston, his keeper, stated that he had for several days manifested a disposition of insubordination, and begged that no one would approach sufficiently near to receive a blow from his trunk. Mr. Mark Kite, from the northern part of this county, coming in after Mr. Alston, the elephant, who had been handed him a piece of tobacco, which so enraged him that he struck at him with such violence as to dislocate his shoulder, although it was a glancing blow. He plunged with such force that he broke his chain, and though his keeper used every effort to subdue him, he was entirely uncontrollable, and he would strike and kick at every object near him. By this time the scene was beyond description. The vast crowd fled for life. He flew at his keeper and pursued him from under the canvas.

The eleven o'clock freight train being behind time, and not having any freight for Forest, the engine did not intend to stop, came rushing along at the rate of twenty miles an hour. When it had approached within two hundred yards he looked up the road and seemed doubly enraged. He immediately ran toward it with great speed, and met it with such a shock that he broke one of his tusks, and was immediately killed. The engine was detached from the train and thrown from the track, and Mr. Wharton, the engineer, having failed to shut off steam, it unfortunately ran into the canvas and smashed the lion's cage, killing the lioness and releasing the lion. The lion, finding himself unchained, at liberty, and being frightened by the steam and whistle of the engine, started at full speed down the Homeward road, roaring terrifically. He had gone but a short distance when he met Mr. Sheppard, and gave chase. Mr. Sheppard, finding that he was gaining on him rapidly, and that he would certainly be overtaken, attempted to climb a sapling. He struck at him with his paw as he ascended, but fortunately did no other damage than to tear off his coat tail and carry away a part of his pants.

Mr. John Smith, of Raleigh, who was on his way to Forest, riding his fine pinto horse, with his lioness behind him, met him at the fork in the road. As soon as his horse saw him he neighed, when the lion rushed at him, seized him by the throat, and threw him upon the ground. Mr. Smith, with his little son, escaped to the woods, and made their way to Forest on foot.

While he was devoting Mr. Smith's horse, Mr. James J. Ritch, who was on his way to Forest with a load of chickens, drove up. As soon as he saw him, he reared on his hind feet, lashed the ground with his tail, and sprang at him. Mr. Ritch eluded him by jumping from his wagon, when he mounted, and began to tear open the boxes containing the chickens, and turned them out. He then seemed to lose sight of everything in his efforts to catch them.

When the excitement in town abated, about twenty mounted men, well armed, started in pursuit, with all the dogs belonging in town, as well as many that had followed their owners. Mr. Reynolds, the owner of the lion, begged them not to kill him, and sent several men with the crowd with instructions to capture him if possible; but no doubt the citizens will kill him as soon as they overtake him.

It is reported that he killed a freedman in Smith county, near Mr. Thomas Husband's, and that when the news of this was going down Ocala, the freedman, who is a large, sprightly, wild, and the citizens are greatly excited.—Mississippi Republican.

The American people annually earn about \$7,500,000,000.

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Principal Offices—1100 Chestnut Street, Philadelphia; 433 Broadway, New York.

Button and Eye-Let Holes

Only Complete Family Sewing Machine

EVER MANUFACTURED.

THE PARIS CORRESPONDENT OF A LONDON paper gives some details of the trial in progress at Toulouse of the eight women accused of procuring abortion and murdering children. One prisoner, called the "Ogresse," had got off once before when she was tried for the murder of two women, who had died under her operations. This she admitted with a pleasing smile. She must, indeed, be "Jeanne qui rit et Jeanne qui pleure;" for she grins and cries by turns, and has a pocket handkerchief for each operation. Having operated upon her own daughters and others, as she openly admitted, she then went into another business.

"You devoted yourself to another profession," said the magistrate, mildly.

"Yes, unluckily," was the reply.

"Children were left in your charge and they disappeared?"

"Yes, sir; but I was not a free agent."

"How did you kill these wretched infants?"

"I was not a free agent."

"These children were found after they had been dead two or three days?"

"Yes, sir; I kept one for two or three days at the foot of my bed!"

"You killed them by putting their heads in a pail of water. Is it not so?"

"Yes, sir." I cannot translate, and I am sure you would not publish the details, for they are not only sensational, but dirty and disgusting. She chopped up one child. The judge then asks, "You suffocated another?"

"Comme l'autre; mon Dieu, oui."

"Yes, exactly the same as the other?"

"And you buried it under the staircase?"

"Yes, dig a hole with a shovel. Here she roared with laughter.

"And the third child?"

"Oh, always the same operation."

The story is too dreadful. She received 1000, 2000, 5000, and undertook to send the children to an institution. She simply killed them, and when one man asked her for his child's money she and her accomplice agreed that they would hand over the "money they got for the next" to the injured parent. Nice man! "We agreed that the money was gained by the next baby should be paid to M. Clary."

"Then you killed these nine children. But that is not all. You also killed your granddaughter! You gave her vitriol, did you not?"

"Si fait, si fait!" (This is explained by the reporter as an expression equivalent to assent.)

There is a certain Madame Coyne who is likely, if justice march straight, to be banged in the same rope as the "Ogresse." She was the agent who received the child and the two or three hundred francs; and having deducted a most liberal commission, handed over 1000, (24) as the future provision for this wretched morsel of humanity.

ROUGH STORY.—During the time of a freshet on the Wabash, where the flat country on both sides of the river was inundated by the rising water, it became necessary for those in the way to "escape to the mountains." The mounds of water were so high that the Indians for that purpose, a party of fugitives on their way to safety, overtook a man in a covered wagon, with a span of horses, standing still in the road, the water nearly up to the hubs of his wheels and fast rising. He was sitting with a small book in one hand and a whip in the other, reading a lineal and then laying on the whip. They stopped a moment to listen, attracted by the man's curious conduct, and were surprised to hear him read: "the wicked shall be turned into hell!" (cut)—giving a frightful emphasis to the word. "Whoso believeth not shall be damned!" (cut). "How can ye escape the damnation of hell?" (cut)—and many more of the same character, yelling the emphasized words at the top of his lungs. Wondering at his conduct the fugitives asked what he meant.

"Why," said he, "I am a Methodist minister, and restrained from swearing; but these horses were bought in a region where they were accustomed to hear such language, and I am endeavoring to come as near as possible, conscientiously, in order to induce them to pass the time."

Here he consulted his book—leaving his hearers to imagine what he sought to give emphasis to his hopelessness of making them stir a peg.

ARRIVALS AND DEPARTURES BY STAGE.

From the Terminus of the Union Pacific Railroad.

Will Spicer, L. Cohen, T. F. Tracy, N. Knight, M. Warner, A. H. Wands, M. Ross, D. B. Ball, R. Garvey, Frank N. Paine, F. R. Knot.

To the Terminus of the Union Pacific Railroad.

H. H. Sibley, C. M. Simmons, C. C. Jennings, Mr. Nottingham, H. D. Blinch, Geo. Timan, H. A. Clark, Patrick Flaherty, D. C. Dodge, Harp, Gen. T. C. Conant, Geo. B. Senter, D. Ball, C. Tienan, C. H. Taylor, G. W. Fox, Mr. Whitehead.

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WATERBURY'S

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NEW ADVERTISEMENTS.

THEATRE.

CHANGE OF TIME: 20 Doors open at 7 1/2 o'clock. Performance to commence at 8.

Fanny Morgan Phelps

MISS ANNIE LOCKHART

THE BEST TALENT OF THE COMPANY

This Evening, THURSDAY, APRIL 22, 1899.

KATE WYNSLEY; The Cottage Girl.

SOMEbody ELSE

Wagons! Wagons!! Wagons!!!

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Zion's Co-operative Mercantile Institution.

CLOTHING,

HATS AND CAPS, OVERSHIRTS, LINEN SHIRTS.

COLLARS, ETC., FINE CASSIMERE CLOTHS,

TAILORS' TRIMMINGS, Men's Boots and Shoes,

And, in fact, A FULL ASSORTMENT

GENTLEMEN'S FURNISHING GOODS

H. B. CLAWSON, GEN'L SUPT.

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COXWELL & CARTWRIGHT

NEW ADVERTISEMENTS.

NOTICE

HAVING been called on a Mission to Europe, I intend leaving this City in a few days, and as we intend making some changes in our business,

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Hats and Caps.

DUNFORD & SONS,

THIRKILL & EARL, Merchant Tailors,

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Oysters! Oysters!

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