

## AN EASTERN TRIP.—WORLD'S FAIR PREPARATIONS.

YESTERDAY Mr. Joseph Bull returned to this city after having made his twenty-fourth successful business trip to the large cities of the east in the interest of this journal. Before starting on the homeward run, he visited the Columbian Exposition grounds in Chicago, concerning which he supplies some interesting information. Many of the buildings are in course of construction, but the only one near completion is the women's, the interior of which is now receiving the finishing touches. The art structure will be the most imposing of all. It will be constructed of brick, and the walls will be five feet thick. It will be fashioned after an architectural style that will render it the great centre of attraction. When the exposition shall be in operation, this handsome structure will contain enormous wealth, as there will be on exhibition in it a mammoth collection of the choice art specimens of the whole world. Among the features displayed will be an exhibit of the diamond fields, including the process of diamond washing.

The large majority of the buildings will be constructed of light material. They are being built of frame, upon which is fastened patent lathing, which resembles siding, the difference being that grooves are run along it to hold the plaster. This lathing is covered with stucco, which is hard-finished with a white, glossy wash, giving the surface the appearance of pure white polished marble. The edifices thus constituted are being elaborately ornamented with stucco-work. Although these buildings are light they are decidedly handsome, and are of infinite variety of design.

The grounds, which will be formally opened to the public next October, are being laid out and adorned with consummate skill and cultivated taste. Among the attractions will be artificial ponds surrounded with grassy slopes, bedecked with beds and borders of choice flowers, patches of shrubbery, etc.

People who have visited every world's exposition since and including the initiatory one at London in 1851, assert that, without doubt, judging from present indications, the one which will open at Chicago in 1893 will so far eclipse all others that there will be no comparison between it and its predecessors. In fact, it is confidently expected that in scope, extent and grandeur, it will have no parallel in the history of the world.

The workers now on the grounds consist of ten thousand men, who are divided into two shifts of five thousand each, and this vast aggregation of labor will shortly be increased to still greater dimensions.

Mr. Bull states that his late trip was one of the pleasantest of the kind in which he has yet engaged. The public sentiment in the East in reference to the "Mormon" people has not merely changed—it has undergone what may be called a revolution. Everywhere he traveled he met expressions from intelligent people favorable to the people of Utah enjoying all the privileges enjoyed elsewhere in the Republic. As

a business trip, as already stated, his visit was a most gratifying success. Merchants and manufacturers everywhere whose establishments have been represented in the *DESERET NEWS* for a quarter of a century, are confirmed in their opinion that as an advertising medium this journal is second to none in this inter-mountain region, while new patrons are also making the same discovery.

## THE BRITISH IN MEXICO.

A FEW days ago the New York *Herald* published dispatches from San Diego, stating that Great Britain was scheming to secure the harbor of San Quentin, in Lower California, for a coal station. It was also intimated that England contemplated making this a naval station, so that in the event of the completion of the Nicaragua canal, she would have a base of supplies between its entrance and her possessions in the north. The harbor is said to be the best on the Pacific coast and admirably adapted for fortifications.

Great Britain, it is true, has large interests in this region, and there may or may not be some foundation for the report. At all events, the American public ought by this time to know enough to take the *Herald* dispatches with a large allowance of salt. The *Herald* made a formidable revolutionist of Garza. It started a number of queer rumors about Jay Gould's recent visits to Mexico. The *Daily Anglo-American*, published in the City of Mexico, says of these reports:

"Another of those foolish reports about Mexico appears in our telegraphic dispatches today to the effect that Jay Gould is not going to cross the line because he is afraid of being captured and held for ransom by the insurgents. The paper that printed this news first in the United States must possess an ignorance about Mexico and the affairs of Mexico that is lamentable. The so called revolutionists are long since a thing of the past, Garza the crazy leader of the same has disappeared. No one knows his whereabouts, nor is there any real evidence existing to prove he is really alive.

"As a matter of fact, Mr. Jay Gould is more likely to be safer here than in his own country. Mexico, like other countries, certainly suffers from many evils, but the socialistic, bomb-throwing, millionaire-killing crank is not one of them."

## A DANGEROUS COMBINATION.

THE citizens of Pennsylvania, New Jersey and New York, are considerably agitated over the developments taking place in the recently consummated combination, among the principal railroad corporations engaged in the carrying of coal. A few weeks ago the Philadelphia and Reading railroad, the Lehigh Valley, and the Central of New Jersey entered into a form of consolidation by a system of leasing, which though technically not a trust, yet is considered such by the people of the Atlantic seaboard. It is claimed that this combination can now control 75 per cent. of the total anthracite output in the United States, and with its allies the Del. Lackawanna and Western, the Del. and Hudson, and the

Lehigh and Hudson, can control 90 per cent. of the entire product of anthracite coal. The region embraced by these railroad systems comprises the whole country from Buffalo to Lake Champlain and along the Atlantic to the borders of Virginia. At Buffalo and Oswego they have distributing points for the lake States, and central lines of steamers for the transportation of coal. The magnitude of the interests involved in this deal naturally make it one of the great issues of the hour in the Eastern States. The fact that the domestic supply of the wage-worker's store as well as the operating fuel of the large manufacturer may be at the mercy of one management as to the settlement of prices, occasions much alarm.

Pennsylvania, New Jersey and New York have already taken official cognizance of the matter. A committee of the New York Senate was authorized to investigate. Before this body several railroad officials testified. One of these, the President of the trust, was asked, would not his company control the price of coal? He said: "Well, we might to some extent; yes, to a considerable extent." The courts in Pennsylvania have the matter in hand, but it is feared that the Attorney-General favors the coal combine, and that it will triumph there. In New Jersey the situation has assumed an entirely different phase. The legislature passed a bill legalizing the combine, and the little commonwealth which is said to be outside the United States is seriously agitated. Piteous appeals are made to Governor Abbot not to sign the bill, while charges of the most flagrant corruption are made against members of the assembly. It is said that a corruption fund of \$300,000 was expended at the State capital during the progress of the bill.

One of the appeals to the Governor says:

"A trust in coal is almost, if not quite, as mean as a trust in bread. Already the effects of the combination are being felt. Last Wednesday Chesnut coal was advanced in price in New York 25 cents a ton. Three collieries operated by the Reading Railroad were closed Thursday and 1,000 men were thrown out of work. The New York and Lake Erie Railroad has, it is believed, joined issue with the conspirators and thus another source of relief and hope has been absconded."

There is a probability that this movement will lead to the question of State ownership and operation of railroads. Several very able magazine articles have been recently written on this topic by men of acknowledged ability. The Reading combine will bring the issue directly before the public, and people will ask whether the State is to manage the railroads, or the railroads manage the State?

A FEW days ago it was announced that the Standard Oil trust at a meeting in New York City dissolved itself. A decision of the Ohio Supreme court, it is said led to this dissolution, which many newspapers claim is merely formal. This trust has paid twelve per cent. for the last eight years on its nominal capitalization, while its certificates were recently quoted at 169. Two hundred persons hold \$95,000,000 of these trust certificates.