

EVENING NEWS. Published Daily, Sundays Excepted, AT FOUR O'CLOCK.

PRINTED AND PUBLISHED BY THE
DESERET NEWS COMPANY.

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Friday, March 16, 1888.

SCARCITY TIMES AHEAD.

In the whirl of the world's spirit that seems to pervade the community at the present juncture, many of the Latter-day Saints have become oblivious to some important matters that formerly held a prominent place in their minds. One of these is the fact that a time of scarcity will at some time arise—a famine for bread.

It is needless to particularly quote from predictions ancient and modern which point to such a condition as a fact of the future. The later prognostications of that character which are unqualified and have been frequently repeated. Those for whose benefit they were given have either reached a point where belief in the validity of these predictions has vanished altogether or has become dimmed or entirely swallowed up in the whirl of the world. It is dangerous to allow these worldly considerations to become pre-eminent and all-absorbing. According to prophetic forecast the time is to come when people whose nerves are now strong to their utmost extent will be hunted for gold and forced to direct their energies toward hunting for bread, providing they do not take time by the forelock and, foreseeing the evil, provide against it.

Those who are picked in the spirit of the world will call this fanaticism, but we care not a straw for that, for we are confident that the time will come when they will be forced to call it by a better and fitter name. It will be a sorry day for the Saints if they conclude to discard the landmarks of safety laid down by the Lord through the prophet Joseph Smith and others who have been his faithful servants and spirit to that by which he imbued.

A leading point to be considered in relation to this subject is, Do the Latter-day Saints, as a body, believe in the predictions made in relation to it? Do they believe that famine is to be one of the leading characteristics of the latter-days? If the answer be in the affirmative, then the proof should be apparent. That would consist of preparation to meet the expected emergency. In reply it might be said that the people have in past times made ready but the condition has not arisen. This is true, and it is true that the evil still in the category of a future condition. If a man whose duty it was to defend a citadel from an enemy he was positive would some time make an attack were he to slacken his vigilance, reduce his armaments, open his gates and leave his stronghold vulnerable at every point because of his uncertainty as to the time the assault would be made, what would be his condition when the opposing force eventually appeared? He would be in the power of the enemy at once and at once he would be responsible for the disaster and suffering caused by the disaster would restore him. Every head of a family has a citadel to defend. To the extent of his power it is his duty to provide against the inevitable. It is his duty to say, "It will not come in my day." A person can be no more sure upon that point than of the precise day when it will occur.

How is a scarcity likely to occur? This is a natural question to ask, but one that is difficult to answer. It may be produced by a variety of causes, and the scarcity itself might be either of a special or local, or of a general character. If it were sectional a failure of crops might cause a degree of want; the same cause could precipitate a general scarcity throughout the world. One particular cause is specified in Sec. 29 of the Book of Doctrine and Covenants, in which are enumerated some of the judgments of the latter days, "And there shall be a great hail sent forth to destroy the crops of the earth."

The case with which the hand of Omnipotence could sweep the earth with a hailstorm and destroy the growing grain can be comprehended without a stretch of faith by those who believe in divine intervention and interposition. It is not uncommon now to hear of large tracts of country being swept by phenomenal storms, not only in season but out of it. There are not many, however, who can see God in the storm as well as in the sunshine which gladdens the earth, causing it to fructify and bring forth in its fulness. There are other and more visible causes which may produce scarcity and place the quantity of breadstuffs a long distance below the demand. There is at least a probability of a war in Europe. It may not come immediately, but leading statesmen admit that the continuation of peace for a lengthy period is practically impossible. When it breaks out the struggle will necessarily be one of gigantic proportions. Not only would a conflict of that kind withdraw from husbandry vast hosts of men whose plowshares will take the shape of army ordnance, but the destruction of great breadstuffs of grain raised by those allowed to pursue the agricultural vocation would be a certainty. Indeed famine is the grim and ghastly concomitant of war. In such an emergency there would be corners and tie-ups. The people of this country by men whose parched souls lust only for gold, no matter if it can only be had by increasing the sum of men's misery. Exports would be tremendous and home prices run up beyond the reach of the poor.

But why should it be necessary to direct the attention of the people to the signs of the times in order to induce them to be in accord with plain predictions of a future calamity pointed out by the finger of revelation? How can we meet the emergency? It is the question.

We believe it will be safe for farmers to sow as large a breadth of grain as practicable this spring, for in any event wheat is likely to command a good price. If this be the case and full crops result, no loss can accrue. Even now parties are considering the advisability of storing grain in quantities to buy up grain. When the season comes around, be not in a hurry to sell. You may profitably cut that last sentence out and paste it in your hats till after next harvest, and then when you get a new hat put it there also.

There are many families who have neither the means to procure nor the stuff ahead nor facilities for storing it they had. All others should consider it in the light of a duty to store up the precious stuff as largely as practicable, that they may have enough in case of emergency, and some with which to care for the relief suffering beyond their own doors. The duty of the times in this matter is to act every season as if the one ahead would bring scarcity. If it should be, be thankful, and not on that account hug the delusion that the word of the Lord is the promise of a future. "Not one jot nor tittle will fail to the ground unfulfilled."

POLITICAL POINTERS.

UNDER this heading the following notes are going the rounds of the press:

The Allegheny county (N. Y.) Republican offers "to accept any subscription between now and June 10, payable only when James G. Blaine shall be elected to the presidency of the United States." That is to say, November 6 next.

It would be base ingratitude and stupid blundering on the part of Ohio Republicans not to give Mr. Sherman a solid delegation from that state, and it is not to be presumed that Governor Foraker would lend himself and his name to an anti-Sherman movement.—*Indianapolis Journal.*

Judge Graham is the favorite of the people as distinguished from the politicians. This would be a good year to try the experiment of compelling the politicians to stand aside and allow the people to select the candidate.—*St. Louis Globe-Democrat.*

It is claimed that the vote for Graham as the Republican candidate for the Presidency, if the Republican really want to interest the Democracy next November they should nominate Sherman.—*Fort Worth Gazette.*

Buffalo Times (Democratic) disputes the conclusion arrived at by the politicians, and says that the fact that Mr. Cleveland would be nominated against a solid Hill delegation from that state, and adds, "We do not believe that anything can be gained by treating Governor Hill shabbily, or by sneering at his influence or following."

That he has following, and one thing it would be party suicide to seriously handle him as a "dumb" or "stupid" person who desires to correctly state the facts.—*New York World.*

ANOTHER GREAT RAILROAD STRIKE.

At 4 o'clock yesterday afternoon a strike of engineers and firemen was inaugurated, extending over the entire Santa Fe system, and involving the Atlantic & Pacific. On the former about 2000 men, and on the latter about 1300, have ceased work. A singular feature of the strike is the mysterious silence which surrounds it. When asked why they have quit work, the men simply reply that they are "fired." Their fatigue, like the late epidemic among Union Pacific engineers, seems extraordinary.

One report has it that the engineers and firemen have been driven out of sympathy for their brethren on the Burlington, because the Santa Fe was handling Burlington freight; but that report is flatly denied by another which states the strike was made for "standard wages." This latter statement in turn has a questionable appearance in view of other reports to the effect that the grievance committee of the engineers and firemen, about a month ago, had a meeting with the officers of the road, at which it is asserted all differences were amicably and permanently adjusted. At the present writing the cause of the strike may be said to be uncertain, and it appears to have been entirely unexpected by the officers of the Santa Fe.

Doubtless strategic reasons have led the out-going engineers and firemen to do as they have done, and these reasons, with the prime cause or causes of the strike, will likely be disclosed shortly. A rumor came by wire a few days ago to the effect that the Santa Fe managers intended to make a heavy reduction in the wages of engineers and firemen, and to replace the men with immigrants from the Southern States, if the cut should not be acceded to. Whether a move in this direction has been made, and has caused the strike, the telegraph has not yet disclosed.

What has led the engineers and firemen in the Atlantic and Pacific road to join on the strike, is equally mysterious; and the fact that they have done this gives strength to the rumored probability that other roads, including the Kansas City, Fort Scott and Gulf, and the Missouri Pacific, are to be involved.

The Santa Fe system extends from the Missouri River to Mexico and California, and the commerce of a vast area of country is dependent upon it. Stoppages of circulation in great arteries of trade and travel, like the Burlington and the Santa Fe railroad systems, damage thousands of interests in an aggregate sum which is incalculable, and amounts to a public calamity. The organization of the Brotherhood of Locomotive Engineers is displaying its vast power as it has never before done.

The following account is given of a diabolical attempt at robbery which occurred near Columbus, South Carolina, on the 12th inst.: "The bridgekeeper of Broad River bridge and his wife, Mr. and Mrs. Bluff, who are both over 70 years of age, were viciously attacked by two men last night. Buff was beaten unconscious by a club, and his wife was knocked down and seriously injured. The bridgekeeper, a negro, who lived on the place, had his throat cut and was killed. The murderers were intent on robbing Buff of several hundred dollars in toll money supposed to be in his house. After robbing the place the murderers saturated the bedding and floor with kerosene oil, set the house on fire and fled. They would have burned the place had not Mrs. Buff recovered her consciousness and escaped from the house, a passer-by saving Buff from the flames. It is not believed he is a very poor fellow. Condition. John Johnson, a white man, has been placed in jail on suspicion."

We have known of people in this part of the country being afflicted almost beyond endurance with the effects of ivy poisoning many years. It is not that they imagined they were suffering from the irritating symptoms would burst out afresh, recurring every season, or whenever the patients became otherwise indisposed. To such the following, from a correspondent in the *Scientific American*, providing it applies to old cases, will be an acceptable boon. It will at least, we believe, do what the writer claims in new ones: "I have read an article in your paper on ivy poison, and as I have had considerable experience with ivy poison, I wish to give a sure and simple remedy which I think I was the first to discover. About twenty-five years ago I was badly poisoned by climbing trees to get wild grapes. I was literally poisoned all over. My limbs were swollen and broken out with little blisters. My parents were away from home at the time. I did not know what to do. I had heard that salt water was good. I could find no salt in the house, but found some baking soda, so I thought I would try that. I got a large wash basin, put in about three quarts of water and about four ounces of soda. I then bathed myself good all over. It knocked the ivy poison higher than a kite. I was poisoned several times after that, but always cured myself with the same remedy. Also I know of many cases where they used it on my recommendation, and they all were speedily cured."

—The San Francisco Chronicle says: The tenderfoot tourist who is given to grieve about the gloomy climate of California, and who will not believe the reports of the March blizzard on the Atlantic coast are coming, it would be well to indicate, in a great city like New York a business man's letter to a snowdrift on his way to his office.

TO-DAY'S TELEGRAMS.

Chief Arthur Declares the Brotherhood of the Santa Fe in Rank Rebellion.

The Reason Assigned by the Engineers for the Strike on the Santa Fe.

The Victims of the Great Storm—Thirty Persons Frozen to Death in New York.

A Train Jumps the Track—The Cars Take Fire—The Killed and Injured.

The Famine Abating in New York—Mixed Mails—A Bald Knobber Convicted, etc., etc.

By Telegram to the NEWS.

Chief Arthur Astonished.

CHICAGO, March 16.—When questioned regarding the strike on the Atchison system, Chief Arthur said: "It is beyond my power to give you any explanation of this action. The men have not notified me and I am completely in the dark. If the company has not broken its agreement with the men, they have done wrong and must answer the consequence. It is nothing less than open rebellion, for it looks much as though the men were tired of the grand officers' advice, or willfully disregarded their duties to the laws and constitution."

The following message was sent to Conroe, chairman of the grievance committee yesterday: "J. O. Conroe, chairman, etc. It is reported here that you have ordered the men to quit work. Revoke it. Your grievance can be settled here by Mr. Smith. Come to Chicago by the first train."

(Signed) F. M. ARTHUR.

Officers of the company say the action of the men is beyond their comprehension as the road has not been handling Burlington freight.

UNCHANGED.

KANSAS CITY, March 16.—The strike situation on the Santa Fe road is unchanged this morning excepting a few switch engines, no trains have been run since yesterday and the officials refuse to receive freight of any kind. The Union depot presents a regular Castle Garden appearance, as

HUNDREDS OF EMIGRANTS HAVE BEEN BROUGHT IN, whose destination is somewhere on the line of the Santa Fe. An official of the road said the would have been moving tomorrow, but the outlook at present is not flattering for the road. The managers of the strike are absolutely denying any order for the strike, and the engineers say they have no grievances, but say they will not till the Burlington road comes to terms with its employees.

Libelling Vilas.

MINNEAPOLIS, March 16.—The trial of Judge William Wilson for criminal libelling Vilas, Secretary of the Interior, was begun yesterday.

Perishable Freight Tied Up.

TORONTO, Kas., March 16.—Reports from the superintendent along the line of the Atchison state that the engineers and firemen have gone out all along the line and the business is practically suspended except as to passenger trains now on the road which will be run to their destination. The Manager Goddard says the amount of perishable freight on the line between California and Chicago is annually large, amounting to about 80 carloads. In addition to 1,100 carloads of merchandise tied up on various points on the line. The caboose turned over and nearly all the train was called on top. Conductor McGuire and brakeman Vile were killed. A fire started in the wreck and thirteen cars loaded with fruit was burned.

30 Persons Frozen to Death.

NEW YORK, March 16.—The list of the victims of the recent snowstorm so far reported amounts to thirty persons. The weather is cloudy and warm this morning, and the snow is fast disappearing. The main thoroughfares are all cleared.

Mixed Mails.

NEW YORK, March 16.—The post office this morning has all the mails due to date from Pittsburgh and the west. The mails came in all mixed up, and it is almost impossible to tell where they come from. A double force of employees are at work and it is expected to get things straightened out soon.

Fatal Railroad Wreck.

BINGHAMTON, N. Y., March 16.—The east-bound train on the Delaware, Lackawanna & Western Railroad, jumped the track this morning and three coaches were burned, one passenger killed and a number injured.

Convicted.

OZARK, Mo., March 16.—Miles Matthews, one of the bald knobbers who killed Edens and Green a year ago, was convicted of murder in the first degree yesterday.

The National Treasure.

WASHINGTON, March 16.—The gold, silver and currency in the treasury today is \$70,333,888. Certificates are standing: Gold, \$94,210,631; silver, \$187,361,469; currency, \$10,335,000; internal revenue receipts, \$388,090; customs, \$1,388,109.

The Reason Assigned for the Strike.

KANSAS CITY, March 16.—Interviews with a number of striking engineers on the Santa Fe develops the fact that they have examined the lists of stockholders on the C. & Q. and Atchison, Topoka & Santa Fe, and find that a considerable number of Santa Fe stockholders are also stockholders in the C. & Q. They say they came to the conclusion that they would dip into their pockets and see if the men feel the full effects of the strike by crippling their resources. All the trains on the Gulf system are running promptly on time. The following dispatch was sent from here last night: "H. B. Stone, general manager of the C. & Q. Chicago.

We wish you to understand that we will hold the Burlington system for all damages to our company on account of the strike."

The Atchison Strike.

CHICAGO, March 16.—Information obtainable here in regard to the strike of the Brotherhood of engineers and firemen on the Atchison system is as yet very meagre. Vice-Prest. Smith said this morning that they were still in the process of as to the cause and the men's action and that they would not decide on any line of action until they were thoroughly informed of the situation, both on their own road and as to connecting lines. Superintendents at Chicago and St. Louis are being notified yesterday that the Brotherhood men would strike today unless the company absolutely refused to handle Burlington cars. Smith has not yet been notified as to the action on the Gulf, Colorado & Santa Fe. On the Atchison proper the strike appears to be an assured fact, although several trains are still running.

At headquarters the local situation is practically unchanged this morning. All the lines are running on time, and the St. Paul are handling freight cars, and do not anticipate any trouble on the part of the Brotherhood.

Milk Famine Over.

NEW YORK, March 16.—The milk famine is a thing of the past, as train after train loaded with milk have been

coming in all morning. All food and other supplies are now plentiful, and prices have fallen to the usual figure.

Postponed.

CHICAGO, March 15.—When the petition of the Burlington road against the Belt Line road came up for hearing this afternoon, counsel for the Burlington stated that the Belt Line was now receiving Burlington cars and evidently making every effort possible to handle their freight. He therefore requested that the court postpone further proceedings in the case until a later date, when the case could be brought up for hearing by the court. The case was postponed.

RATES TO BE RESTORED.

The C. & Q. had a surprise in store for the Western roads today in the way of an unqualified consent to the restoration of rates, it agreeing to advance them in conformity with the other Western lines on March 20th.

Mobbing "Mormon" Elders.

WINCHESTER, O., March 15.—Last night an angry mob of farmers tarred and feathered two Mormon Elders, who had for some time been trying to hold proselyting meetings. After the ceremony, the Elders were chased to the Ohio River, where they crossed to safety.

Barn Burner Hanged.

NASHVILLE, Tenn., March 15.—A special to the American, from Union City, Tenn., says: This morning Eli Davis, a negro barn-burner, was found a short distance from the town of Woodland Mills, ornamenting a limb of a tree.

Accident on the D. & G.

MONTROSE, Col., March 15.—The special east-bound Salt Lake express on the Denver & Rio Grande which arrived here at 5 o'clock this morning, ran into an open "Y," about a mile east of town. The train was wrecked, and Engineer Campbell and Fireman Stahl, was thrown on its side and completely wrecked. The fireman was caught between the cab and tender and instantly killed, his neck being broken, legs crushed to a pulp and face and head crushed in. The engineer was thrown under the engine, but escaped with serious wounds. The engineer and fireman of the second engine jumped and saved their lives. No one else was injured. The home of the dead fireman is a Mount Joy, Pennsylvania.

A Destructive Fire.

PHILADELPHIA, March 15.—Fire in the five-story double building, 31 and 33, Arch street, tonight, caused a loss estimated at \$300,000. Copeland and Bacon, mining machinery; George T. Blake, shoe company; Wm. Ayres & Sons, manufacturers of shoes; and the Philadelphia Shoe Co., shoe manufacturers, are the principal losers. The losses are partially covered by insurance.

Six Mexicans Killed.

LAREDO, Texas, March 15.—Intelligence has reached here tonight of a serious accident yesterday, on the Mexican National Railway, 30 miles south of Laredo. A construction train was taking a large number of Mexican laborers from Saltillo to the end of the track, and while on the track and rolled down an embankment, killing six and seriously injuring others. The contractor, under contract with the railroad, and the company was not responsible for the accident.

Fatal Freight Wreck.

SAN FRANCISCO, March 15.—Reports are received in this city today of an accident on the main line of the South Pacific Railroad, 30 miles south of San Francisco. A freight train, backing down grade, when it struck some cable on the track. The caboose turned over and nearly all the train was called on top. Conductor McGuire and brakeman Vile were killed. A fire started in the wreck and thirteen cars loaded with fruit was burned.

CHICAGO MARKET.

Chicago, 1 p. m., March 16. Wheat—Easy; cash, 73 1/2-15; April, 43 1/2; May, 44 1/2. Corn—Steady; cash, 47; May, 50 1/2-14. Pork—Nothing doing. Lard—Steady; cash, 15 1/2-14; May, 14 1/2-13.

Last week two huge oil tanks exploded.

Fortunately no one was injured.

DEATHS.

McBRIDE.—At Plain City, March 10th, 1888, of old age, Agnes Barr McBride, wife of James McBride.

Deceased was born March 23d, 1801, in the Parish of Shotts, Lanarkshire, Scotland, and emigrated to Utah in 1869. She lived an exemplary Latter-day Saint, and died in full fellowship, and in the hope of a glorious resurrection.

Funeral services were held on the 11th inst., in the Plain City meeting house; consisting remarks were made by Brothers John Rainey and William Geddes, and the remains were followed to the cemetery by a large concourse of people, and deposited in the silent grave to await the resurrection call.

Millennial Star, please copy.

BURIAL.—

BURIAL.—In Ogden, March 15, 1888, at 4 a. m., James Burrip, aged 58 years. The funeral ceremonies will take place at the residence, on Main Street, Ogden, between Fifth and Sixth, at 2 p. m., on Sunday, March 18th. Friends invited.

RAYLES.—

RAYLES.—At Death, San Juan Co., March 5, 1888, of old age, Harmon D. Rayles. At the time of his death he was a refugee for religion's sake, his home being in Parowan. He reigned a large and respectable family.

LEITCH.—

LEITCH.—In Glendale, Kane County, Utah, of old age, Deborah, daughter of Joshua and Anna Lamoreaux, and wife of James Leitch. Deceased was born in New Brunswick, February 4th, 1808; married May 18th, 1835; embraced the Gospel in 1837; removed to Kirtland, Ohio, in the same year; crossed the plains in 1850, and settled at Farmington, Davis County.—In 1868 she removed to St. Thomas, "on the Muddy," and from thence to Glendale in 1871.

She was a loving wife and tender mother, and bore all her afflictions and trials during the mobbings of the Saints in the early history of the Church, with fortitude and resignation, such as exalted faith alone could have imparted to her. She died as she lived, a faithful Latter-day Saint, with an assurance of a glorious resurrection and a life of immortality beyond the tomb.—[Clos.]

ALLRED.—

ALLRED.—At Chester, March 11, 1888, from the effects of diphtheria, Harry Redick, son of Henry D. and Edith M. Allred. Deceased is the third child in the same family who has died within six weeks from the same disease. He was born in Chester, Sept. 8, 1886.

War Department, Signal Service, U. S. Army.

DAILY WEATHER BULLETIN.

Meteorological Reports Received at Salt Lake City on March 15, 1888.

S. L. City ..	50	+2	S W	Light	Clear
Ogden.....	46	-4	N	Light	Fair
Stockton ..	46	+2		Calm	Fair
Bingham..	54	+8		Calm	Fair
Park City	42	+2		Calm	Fair