The Salt Lake Herald.

PUBLISHED EVERYDAY BY

THE HERALD COMPANY.

THE HERALD'S SPECIAL FEATURES.

CHINA HAS OF LATE become the cynosure of the eyes of the world. All the large powers have representatives there, each watching the other with jealous eyes and each seeking to push its own interests. The result of the pending negotiations will be of world-wide interest and will mean the opening up of a new and important market for the world's products. In consequence, anything that tends to throw new light on the situation there is of interest to all wide-awake readers who are anxious to keep abreast of the current of events.

The Herald has made arrangements with the McClure syndicate, which furnishes a portion of its special service, for a series of Chinese articles by Mr. Oscar King Davis, of the New York Sun staff. Mr. Davis was in the thick of the fighting and thus was able to study carefully the conduct of the Chinese army under fire and that of the various opposing civilized nations. These phases of the war will be portrayed by him in a number of vividly pictured descriptions. He has also been able to secure an interview from the unusually wary and equivocal Li Hung Chang, which is of unusual interest from the fact that the aged Chinese diplomat has for once been induced to speak openly and frankly. There is another interview from Director General Sheng, one of the leading spirits of the Chinese empire. In addition to these The Herald will publish letters from the Rev. Courtney H. Fenn. He played a prominent part in the defense of the legations against the Boxers and his topic is "The Fighting Missionary."

Among the other features of The Herald's special service is a series of articles by Sydney Rosenfeld, one of the foremost dramatic writers, who tells how plays are made and shows the inner mechanism of the playwright's art, illustrating his points with interesting anecdotes of the stage.

On the last Sunday of the century The Herald will print a carefully prepared resume of the world's progress during the past one hundred years. In brief compass and luminous form the principal events that have marked the advance of civilization will be described, and illustrated articles will be published detailing the work of civilization along the principal lines of human endeavor. This will be followed up from Sunday to Sunday by supplementary articles along the same line by experts in the various departments of activity.

THE REPUBLICAN DILEMMA.

AN ARTICLE BY RAYMOND E. DODGE in the December number of "Money," brings out very clearly the fact that the Republican party has at last reached a point where it must give up double dealing on the money question. It must either come out straight and plain for gold and nothing but gold and read from its ranks all the international bimetallists, or, by extending to them the right hand of fellowship, admit its guilt in failing most ignobly to live up to the pledge in the platform of 1896 to promote the free coinage of silver by international agreement with the leading commercial nations of the world.

In his article Mr. Dodge pays particular attention to the case of Senator Chandler of New Hampshire, who is now seeking re-election. Mr. Chandler, though always accepted as a Republican in good standing, is and has been an avowed and aggressive advocate of silver coinage by international agreement. He supported the Teller resolution declaring that the people of the United States favored bimetallism and pledging the government to seek to secure such an international agreement as would bring about this end. When this resolution was defeated Mr. Chandler refused to vote for the amendment offered by the committee because his Republican colleagues would not consent to incorporate in it the pledge of the Republican platform of '96. Now he is being opposed by the Republicans for re-election because of his advocacy of these principles.

International bimetallists, argues Mr. Dodge, make up a good portion of the Republican party of the present day, and, he adds: "It is quite certain that their votes turned the scale again in favor of McKinley, especially in the middle states, Illinois and Wisconsin."

"A graver feature of this factional fight," says Mr. Dodge in concluding, "is the fact that it opens a possibility for a division of the sound-money forces of the United States. There arises an inference that international bimetallists are not wanted in the Republican party as representatives of the people in congress. If this be so, and similar action in several other states lends plausibility to the inference, there may come a division between the two sound-money sections of the Republican party which may endanger its future prospects for success. Political prudence should avoid such action at this stage of the campaign for currency reform."

Mr. Dodge's article is written from a Republican point of view, and for this reason is better adapted to show to what straits that party is put. It must either stultify itself by again committing itself to a principle to which it has played the traitor for more than four years, or it must cut loose from the renegade Democrats and lukewarm Republicans who have only been able to make their adherence to the Hanna party excusable through the international bimetallist cry. It will be interesting to watch during the next few months and note in which direction the cat will jump.

T. PLATT, MIND CHANGER.

MARCUS AURELIUS HANNA is no slouch with the whip. More than once he has demonstrated his ability to line up legislators with neatness and dispatch. Still, he is not too old to take pointers. The recent balking and side-stepping of the senators when his ship subsidy bill was brought out show that Mark has a few more things to learn before he can take out a past master's degree. For this purpose he could not do better than stroll over to the house whenever his quiet little friend, Platt, happens around that way.

An incident occurred last Saturday which shows that the digger of Teddy's vice presidential grave is a whipper and liner-up of no ordinary merit. On Friday the representatives voted to keep a tax on express receipts at the expense of the express companies instead of making the patron pay. This was not pleasing to Thomas. He has an express company of his own. He immediately called round at the house and had a few private interviews. They were scarcely more than chats, mere little handshaking reunions between old friends, but before Saturday's session had come to an end the house had changed its mind. It had made a great mistake regarding the express receipts. The patron and not the company should be made to pay, and an amendment to this effect was quickly adopted.

If Mark has the time, it might pay him to induce Mr. Platt to open a night school for his special benefit. To learn the art of changing legislative minds so completely inside of twenty-four hours is a trick worth acquiring. It would save all the fuss and flourish of speech-making, such as Mr. Hanna has been compelled to resort to. In fact, it would make his job of collector for the trusts a perfect sinecure of good cigars and short office hours. Senator Mark should lose no time in putting himself under the tutelage of Senator Tom. Or they might collaborate. Mark could easily add an amendment to his subsidy bill, including express companies in the benefits and encouragements that it offers. Then Tom could be safely left to do the rest.

BRUTAL COLLEGE STUDENTS.

A SUBSTITUTE HAS BEEN discovered for tar and feathers. Some students of the Northwestern University in Evanston, hard by that progressive hamlet, Chicago, are entitled to all the honor that may attach to this discovery.

It came about in this way: Things were quiet at the seat of learning. Football was a thing of the past, sleighing parties a thing of the future and the present contained nothing but mere lectures and studies. In this crisis several masterful student minds got together and decided that nothing but a hazing would put life and vigor into the university. Naturally they wanted the hazing to be as brutal as possible. Tar and feathers answered these requisities, but they are so common. Then came the discovery.

Instead of tar and feathers, a solution of soap and black ink was prepared. With this and their victim, the enterprising young gentlemen, their faces masked in handkerchiefs, made an evening trip to the lake shore, where the zephyrs at this time of year are particularly conducive to pneumonia. The victim was stripped of his clothing, coated with ink and soap and forced to run the gantlet and receive cuffs and blows until his tormentors were weary.

Here we have about as low-lived a bit of brutality as could be concocted. If the perpetrators had been Bowery toughs they would doubtless be given employment in the penitentiary. As they are college students, the affair will in all probability be whitewashed, and a possible suspension from college or a reprimand will be all that comes of it. Yet the college tough who indulges in this sort of deviltry is infinitely less excusable than the hold-up man who pummels you over the head with a billy or a gun butt. The hold-up man is an ignorant semi-barbarian; the college student is supposed to be educated and have some of the rudiments of a gentleman in his make-up. If there is to be a harsher law for one than the other, the college student should get the full benefit of all the extra harshness. Calling assault and battery hazing doesn't in the least change its character, and the fact that the young men have rich fathers and positions in society should not interfere with their being given the full benefit of a course of manual training in the state penitentiary.

Czar Nicholas is able to sit out on the veranda. This is not only an indication of improved health, but of a slump in the bomb-throwing business.

What with the chilliness of the European climate and the warmth of Dewet's tactics Oom Paul is beginning to think there is no place like home.

A Chicago judge gravely told a grand jury to probe for municipal corruption, just as if they would have to probe in that burg.

Just for the sake of cementing the Anglo-American friendship, why not swap our Filipino rebellion for England's Boer war?

AMUSEMENTS.

Mnaager Mulvey made a ten-strike when he persuaded the Royal Marine band of Italy to give a concert in this city last evening. The house was crowded from gallery to pit and the performance was a revelation to the music-lovers of Salt Lake. Eloquent and eulogistic notices preceded the band, but they were in no way exaggerated. If there is any reason why the organization is not as great as Sousa's it is because the Signors are outnumbered, having but twenty-seven pieces.

Signor Giorgio Minoliti, the leader, is not unlike Sousa in his baton maneuvers. He makes very little effort so far as his hands are concerned, but the men under him seem to know from the expression of his eyes just what effect is wanted. Their climaxes are marvelously perfect.

In dividing the programme equally between classic and popular music, splendid judgment was shown. Nobody was bored. Such a thing would be impossible, almost, there being so much to study in the organization outside of the music. Not one of the members besides Signor Giannini, the manager, and tenor soloist, speaks English, and they all appear to have left sunny Italy not earlier than yesterday. They have instruments that have never been heard or seen in Salt Lake before and the bare sight of them was interesting.

One of the numbes given, a march, "Atlantic City" was composed by the leader and another, "Salute to Willow Grove," is the work of Sig. Giannini. No further proof of the ability of the men heading the organization was required.

Sig. Giannini's voice was almost as great a feature as the band itself. Accompanied by the harp, in the hands of Sig. Setaro, he sang two Italian selections. In response to a third thunderous encore he gave "The Sweetest Story Ever Told," in English, stirring the house almost to a pandemonium of delight. After that he again was compelled to respond with another number from Italian grand opera.

The harpist, Setaro, met with the same enthusiastic reception, responding time and again to tremendous demonstrations. The climax of the evening came when Minoliti, after the last number, gave his men the signal for facing the audience, they began the "Star Spangled Banner." The audience at first didn't know whether to cheer or listen to the superb rendition. Every man, woman and child arose a moment later and burst into the grandest patriotic demonstration witnessed here since war days.

The band goes from here to Denver and then on to Atlantic City, which is their American home. The engagement there will be of twenty weeks' duration.

The B. B. Young song recital occurs at the Theatre this evening. There is every reason to believe that a splendid house will greet the former Salt Laker.

"The Belle of New York" opens at the same house tomorrow night.

The Frawley company put in Sunday rehearsing "The Children of the Ghetto," which they will produce for the first time in Portland this week. Those members of the company who are not cast in "Secret Service" leave this morning for Portland. "Secret Service" will be given at Brigham City tonight and Ogden Tuesday night.

"My Friend From India," a fine farce comedy, will be the attraction at the Grand tonight.

PROPOSED RECRUITS TO OUR SEA CAVALRY

(Washington Cor. of Globe-Democrat.)

Scouting is as much a part of naval warfare as it is a feature of fighting on land, and to the armored cruiser will fall in future hostile work the task first of finding the enemy, observing his movements, and, if possible, giving him some pretty severe raps before falling back upon the support of the heavy hitters—the slower and more powerful line of battle ships, which are to bear the brunt of the hardest work.

When our New York was succeeded by the Brooklyn, we thought we had evolved a type of armored cruiser that would stand as an example for years to come; but foreign powers decided differently, and at once began fashioning ships of that type but one bit removed from veritable battleships, while giving them a speed not practicable in the heavier craft bearing larger guns and thicker armor protection. These vessels have gone a long way ahead of our two earlier armored cruisers in fighting efficiency and hull protection, but we might still have halted had not Cervera brought those truly fine armored cruisers against us. The work they might have done if properly manned and equipped is something for speculation only—certainly much more than they did, but they showed us forcibly what other European powers were fabricating and improving upon.

The six armored cruisers authorized by congress last year and this are substantial recognition of our needs, and three of them ships just designed—those with wood sheathing and coppering—will be the peers of anything building or now contemplated abroad, while the three others will be nearly as good, differing only in the absence of that anti-fouling coating of wood and copper, which makes the maintenance of speed at all times, and after months away from docks, something not possible in a fouled steel bottom.

The six ships will bear the following names: California, Colorado, Nebraska, West Virginia, Maryland, and South Dakota, and except for the differences of a slightly increased beam for the sheathed ships and less weight by 400 tons in the vessels not so covered, all six of the armored cruisers will be alike.

Imagine a great steel fabrication, the main body of which is quite 502 feet long—nearly a tenth of a mile, with a height of fifty feet—not counting the added altitude of bridges, somestacks and towering masts, and a maximum breadth of seventy feet, more than the width of the average city street, and you get only a restricted notion of the magnitude of such a craft as one of these armored cruisers. When ready for sea, she will weigh hard on to 15,000 tons, a mass that might more graphically be represented by the loads borne by a string of one ton carts quite forty miles long. The mind can't grasp the significance of so much weight, and even the designers of such ships must content themselves with formulae rather than with an intimate estimate of masses of that sort. It is fair to say that such a ship represents the combined weight of the structures on the four sides of three average business blocks in the run of big cities. The work cut out for the driving engines of these vessels is to propel them even against a troubled sea at the rate of twenty-two knots an hour—the nautical equivalent of quite twenty-five and one-third statute miles. What this means can better be understood by bringing it down to a comparison with conditions familiair to most of us. The average freight train of thirty cars, loaded, does not exceed in weight more than 700 tons, and all of us can remember the sense of mass with which we were impressed as such a train went thundering by at a speed of twenty miles an hour—a good round jog for a freighter. Now, fancy a train nearly twenty-two times as long, drawn by twenty-two locomotives, and you are still short by five miles of the power developed by the armored cruiser's propelling engines. Could the ship be put on wheels and on a track with drivers as big as each of her two sixteen-foot propellors, she would go overland at the rate of fully seventy-six miles an hour—her screws turning at the same velocity they do when sending the ship through the water at twenty-two knots an hour.

To accomplish all this the vessels are each driven by two big triple-expansion engines, which, when working at top speed, develop no less than 23,000 indicated horse power, the mechanical equivalent of a force required to raise 759,000,000 pounds one foot every minute and each one of the propellers cuts its way through the water at a rate of 133 turns in that interval. It doesn't require a particularly vivid imagination to picture the task of looking out for the moving parts of an engine that makes no fewer than two moves to every turn of the propeller.

To supply these engines with steam and feed, also the numerous mechanical auxiliaries, each ship will carry as many as thirty big boilers of the strictly modern water-tube type—boilers that can eat water at the rate of tons a minute and convert it just as rapidly into steam at a dangerous pressure of 250 pounds to every square inch of surface. The bursting of such a steaming cauldron would be far more disastrous in the same space than the explosion of a big shell. To feed the greed of these thirty boilers, each ship will carry 2,000 tons of coal, the load of three good sized freight trains; and at a speed of ten or twelve knots an hour the ships will be able to go quite 7,000 knots without recoaling.

Being a fighting ship, unlike a merchantman, all the engines and boilers must be below the water line for the sake of protection; and the task set the naval designer is all the harder for that reason; but Engineer-in-Chief Melville has looked to his end of the work with that care that has borne so much good fruit in all of our other ships.

The Fighting Force.

The fighting phases of the ship have been as cunningly worked out by Admiral O'Neil, the chief of the bureau of ordance, and the story the batteries of these ships will tell if they ever go into action is something far more comforting to a friend than to a foe.

The guns now building for our new ships are very different pieces of ordnance to those placed upon the latest of our commissioned battleships, and, piece for piece, are from 30 to 40 per cent more powerful. Each of the armored cruisers will carry a main battery of four long 8-inch and fourteen long 6-inch rifles, the latter being of what is termed the rapid-fire type; a secondary battery of eighteen 14-pounders and twelve 3-pounders, and a supplemental force of eight 1-pounders, two field pieces, two machine guns and six small automatic guns for duty in the tops, about the bridges and in such of the boats and cutters as are armed.

The 8-inch guns are mounted in pairs in two turrets, one forward and one aft on the main deck, where they command wide areas of fire. Four of the 6-inch guns are mounted at the four principal corners of the superstructure on the same deck, where they, too, have wide fields of action. The ten remaining 6-inch guns, five on each side, are mounted on the gun deck, and so arranged that the forward and the after gun on each side may fire directly ahead and directly astern, respectively, in addition to ranging well aft and well forward as the case may be. The three guns in between have also wide sweeps of fire. The 8-inch guns are to be able to fire every fifty seconds, and the 6-inch guns each are to fire three times a minute. The 8-inch guns discharge a 250-pound projectile and the 6-inch gun a 100-pound one. By the latest ordnance data the 8-inch guns, with uncapped shell, are to be able to pierce nearly 12 inches of Kruppized steel at the muzzle and at 3,000 yards are to get through 8¼ inches of the same face-hardened material. With projectiles capped with that wicked "soft nose" of bronze or mild steel the performance should be anywhere from 15 to 20 per cent better, the shell getting through undeformed. The 6-inch gun, at 3,000 yards, with uncapped projectile, can work its way through 5.3 inches of hardened steel. In a minute's fire, in broadside, an enemy would have to face a total discharge of 4,100 pounds of armor-piercing projectiles, hurled at the astounding velocity of quite 2,900 feet a second, nearly three times the speed with which sound travels.

The 14-pounders are mounted on the gun deck forward and aft of the big 6-inch guns, and up in the superstructure between the two corner 6-inch guns. They will fire six times a minute, and can send their shell ripping through fully two inches of hardened steel a mile distant. The 3-pounders and the 1-pounders are to fire ten times a minute and woe to the venturesome torpedo craft that comes within reach of the wicked search of those explosive shell, and woe, too, to the men on the open decks or about the unguarded gun ports of the heaviest of fighting ships, for these small projectiles have a way of getting in and around and then exploding with dire results.

Supplemental to the gun force of each armored cruiser will be two underwater torpedo tubes, so placed that they will command a pretty wide range of fire while being, themselves, safe from the reach of an enemy's gun fire.

The armor on the ships will be generally treated by the Krupp process, and its distribution will be wider and of a thicker nature than heretofore with our armored cruisers.

The water-line region will be guarded by a broad seven and a half-foot belt, reaching from bow to stern. Amidships for a distance of 244 feet—abreast the engine, boiler and magazine space—it will have a maximum thickness of six inches and a minimum at the lower edge of five inches. The belt forward and aft to the bow and to the stern will have a uniform thickness of three and a half inches. The sides above the armor belt for a distance of 232 feet, the space occupied by the five six-inch guns on the gun deck, will be five inches thick, and the same protection will be afforded the four six-inch guns at the corners of the superstructure. At 3,000 yards only six-inch guns of the same powerful type can be expected to batter away the sheltering walls about these six-inch guns. Each of the six-inch guns on the gun deck is separated from its neighbor or neighbors by steel partitions of two and a half inches in thickness. The eight-inch guns are sheltered by curving walls of six-inch hardened steel, and the slanting faces of their turrets will be a half-inch thicker, with the added protection of the greater depth of the armor so inclined. There is an armored deck reaching from one end of the ship to the other. On the flat portions it will be one and a half inches thick, and on the slanting portions at the sides four inches thick, supplementing by just so much the defense of the water-line belt. A broad band of cellulose, above the protective deck, reaching from bow to stern, will guard against shot admitting water and automatically plug all such holes.

Electricity is to be very widely used, and the vessel will carry power plants of sufficient capacity to run a good-size electric car line; in their case, however, the energy will be used to hoist ammunition, to control the turrets, work the big guns, light the ship's inside and out, and to do a fair share of the ventilating. Each ship will also have its own steam laundry, with a possible daily capacity for the clothes of seventy-five persons. There is the same restriction of woodwork common to all our later ships, and all woodwork not exposed to the weather will be carefully treated by a fire-proofing process.

The high freeboard or height of the vessels above water, aside from its military value in raising the guns and making the ships more seaworthy, will afford exceptionally fine quarters for the officers and enlisted men, and it is a tribute to our skill to know that comfortable and healthful accommodations will be provided for 822 persons on each ship, besides providing space for the many other requirements of a complex nature common to a man-of-war.

The ships are to be built within thirty-six months from the day their contracts are signed, and $4,250,000 is the maximum limit of cost.

The honored states may well be proud of their namesakes; and whether it be in war or peace, they are bound to command a wholesome respect, and to be worthy guardians of the dignity of "Old Glory."

Quite a Difference.

(Boston Post.)

The issue raised by Senator Vest's amendment is whether the "promotion of American commerce" shall be brought about through Hanna's job for favored corporations or by the removal of the burdens upon American shipping as a whole.

Swift and Precocious Youth.

(Denver News.)

Young Senator Beveridge tells the youths of the country, in a literary offering, how to behave "out of society." The Hoosier senator has forged ahead to the position of esteemed contemporary of Laura Jean Libby.

TAKES A TON OF SOAP TO LAUNCH A SHIP

(New Orleans Times-Democrat.)

The launching of a little torpedo boat is comparatively easy, and the cost is not over a few hundred dollars, including flowers and souvenirs and even the bottle of champaigne used in the christening. But when it comes to a big armored cruiser or a first class battle ship the actual expense seldom falls below $4,000 or $5,000. The building of the ways for the ship to slide down over is the main item, and then comes the greasing. Every inch of timber over which the vessel slides must be covered with a lubricant. Different firms use different substances, but soap and tallow form the main ingredients of them all. Cramps' use a layer of beef tallow and a layer of soft soap, and taken altogether, between one and one and a half tons of the stuff is required to put a move on the average battle ship. The tallow is spread on first, to the depth of about three fingers, and the workmen use big flat trowels to make the surface as smooth as possible. Then they pour over the soft soap, which is just thick enough to run, or about the consistency of tar. As a general thing this double coating answers the purpose admirably, and the ship glides into the water as if it was sailing on air. If it sticks, as has happened in a few cases, it is likely to spring some of its plates, and accidents of that kind are so costly that nothing is spared to avert them. Moreover, sailors are very superstitious about launchings, and, if anything goes wrong the ship is regarded as unlucky, something greatly dreaded by all officers. Several years ago a Chicago packing house got up a special preparation for greasing ship's ways and sent a quantity of it to a firm in Maine to demonstrate its merits. It was made from the refuse of the rendering house and had an odor that seemed strong enough to lift a man-of-war clear off its bearings. The firm tried it on a small merchant ship which it had ready to launch, but instead of showing any of the qualities of a lubricant it acted more like a glue. The vessel stuck fast on the ways and had to be pulled off with jacks. That was the last ever heard of the preparation, and the Chicago folks dropped the scheme. What is left of the soap and tallow after a launching is carefully scraped off and sold. It is used in making axle grease.

EVOLUTION OF A LEMON.

Chapter I.

(Chicago Tribune.)

"What is your name, little boy?" asked the teacher.

"Johnny Lemon," answered the boy.

And it was so recorded on the roll.

Chapter II.

"What is your name?" the high school teacher inquired.

"John Dennis Lemon," replied the big boy.

Which was duly entered.

Chapter III.

"Your name, sir?" said the college dignitary.

"J. Dennison Lemon," responded the young man who was about to enroll himself as a student.

Inscribed in accordance therewith.

Chapter IV.

"May I ask your name?" inquired the society editor of the Daily Bread.

"Jean D'Ennice Le Mon," replied the swell personage in the opera box.

And it was duly jotted down.

The End.

A Christmas Pardon.

(Indianapolis Sentinel.)

After Eagan's reward what may not Rathbone and Neely hope for?

THE DAILY HERALD

OFFICE, Progress block, 149 South Main street, Salt Lake City

TERMS OF SUBSCRIPTION.

DAILY, PER MONTH	65 CENTS
Daily, six months	$ 5 00
Daily, per year	10 00
Semi-weekly, per year	1 50
Sunday, per year	2 00

COMPLAINTS.—Subscribers who fail to receive a single copy of THE HERALD should immediately notify the publishers. Readers who are unable to purchase THE HERALD at any news stand or on any railroad train in Utah, Idaho, Nevada, Wyoming or Colorado, will oblige us by reporting that fact.

WASHINGTON BUREAU.—515 Fourteenth street, N. W.

OGDEN BUREAU.—Utah Loan & Trust Company building.

Address all remittances to HERALD COMPANY.

Subscribers removing from one place to another, and desiring papers changed, should always give former as well as present address.

SALT LAKE THEATRE

GEO. D. PYPER, Manager.

Tonight Only.

LECTURE RECITAL.

"Ballads and Ballad Singing"

B. B. YOUNG,

BARITONE.

Mrs. Bicknell Young at the Piano.
Illustrated by the Following PROGRAMME.

Old Ballads:
"Light o' Love"...Middle of 16th Century
"Green Sleeves" 1580
"Who's the Fool Now" 1588
"Come Live With Me"....1590
"What Care I How Fair She Be"....1592
"All in a Misty Morning" 1592
"Love Will Find Out the Way"....1652
"Drink to Me Only with Thine Eyes" 17th Century
"The Bloom is on the Rye"..... Sir H. Bishop

Modern English Ballads:
"Three Fishers" .... Hullah
"Three Merry Men" .... Molloy
"The Distant Shore" .... Sullivan

Art Ballads:
"Henry the Fowler" .... F. Lowe
"The Sands o' Dee" .... Clay
"Lochinvar" .... Chadwick

POPULAR PRICES, 25c, 50c, 75c.

NEW GRAND THEATRE

M. E. MULVEY, Mgr.

Two Nights Commencing

TONIGHT,

The Myron B. Rice Comedy Company presenting H. A. Du Souchet's Side-Cracking Farce,

MY FRIEND FROM INDIA,

With May Vokes in her original character of Filly, in conjunction with a number of high-class vaudeville features.

Mrs. Fiske,

New Grand Theatre.

In January for Three Nights Only.

Season ticket holders for the engagement of Cummings Stock Company may retain their regular seats during this extraordinary engagement.

Season Tickets on sale at the Smith Drug Co.

Herald Specials

To the Ladies

Cohns

DRY GOODS STORE.

WRAPPER SALE

FOR THREE DAYS,

Thursday, Friday and Saturday.

Just received Bargain Lot Flannelette Wrappers of Every Conceivable Style and Color, divided in three lots:

WRAPPERS worth $1.45 for 85c

WRAPPERS worth $1.85 for $1.25

WRAPPERS worth as high as $2.50 for $1.40

From Now Till Christmas.

50% Off

All Ladies', Misses' and Children's Jackets.

40% Off

All Ladies' Tailor Made Suits.

25% Off

All Fur Collarettes, Capes, etc.

20% Off

All Ladies' Dressing Sacques and Dress Skirts.

This is the greatest line of goods at these prices ever shown here. Investigate.

FROM NOW TILL CHRISTMAS.

R. K. Thomas

67, 69, 71 S. MAIN ST.

PARIS MILLINERY CO.,

118 S. Main Street.

OPEN EVENINGS UNTIL CHRISTMAS.

33⅓ Per Cent Off

—ON—

Ladies' Suits, Jackets, Capes, Shirts, Flannel Waists, Children's Dresses, Jackets and Reefers.

Trimmed Hats, to close, below cost.

Holiday Gifts at very reasonable low prices.

SALT LAKE THEATRE.

GEO. D. PYPER, Manager.

3 Nights Only

—BEGINNING—

Tuesday, December 18th.

Mr. George W. Lederer

Presents His Famous Casino Theatre, New York City and Shaftesbury Theatre, London, success,

THE BELLE OF NEW YORK.

Book by HUGH MORTON,
Music by GUSTAVE KERKER

The most famous Comic Opera in the World.

Prices, 25c, 50c, 75c, $1.00 and $1.50.
Three hundred good seats at $1.00. Sale today.

ASSEMBLY HALL,

The Nat M. Brigham Lectures

—ON—

Strange Corners of Our Country.
"The Grand Canyon of Arizona."
TUESDAY EVENING, DEC. 18.
Illustrated with 100 Views in Color.
ELECTRIC STEREOPTICON.
FRIDAY EVENING, DEC. 21.
"LAND OF THE SNAKE DANCE."
100 Views in Color.
INDIAN AND SPANISH SONGS.
ADMISSION, 50c; School Children, 25c.
Tickets now on sale at Hill's Drug Store, corner Second South and West Temple; Smith Drug Co., corner Second South and Main Streets; Schramm's Drug Store, corner First South and Main Sts.

DR. J. B. KEYSOR,

DENTAL PARLORS.

240 S. Main St.
Next door north of Walker House.

Good Set of Teeth for $8.00

Amalgam or silver filling.....$1.00
Gold fillings .....$1.00 and up
Teeth cleaned $1.00
Solid gold crowns $5.00
Bridge work, per tooth $5.00
Crown and Bridge Work a Specialty.

WALKER BROTHERS

BANKERS,

SALT LAKE CITY.
(Established 1859.)

A General Banking Business Transacted.

Safety Deposit Boxes for Rent.

W. S. YOUNG, Cashier.
L. S. HILLS, President.
MOSES THATCHER, Vice President.

U. S. DEPOSITORY,

DESERET NATIONAL BANK,

SALT LAKE CITY, UTAH

CAPITAL, ...$500,000
SURPLUS $250,000

Safety Deposit Boxes for Rent

NATIONAL BANK OF THE REPUBLIC

U. S. DEPOSITORY.

Frank Knox .....President
George A. Lowe .....Vice President
Ed. W. Duncan .....Cashier

CAPITAL PAID IN,.....$300,000

Banking in all its branches transacted. Exchange drawn on the principal cities of Europe. Interest paid on time deposits.

McCORNICK & CO.,

BANKERS.

SALT LAKE CITY.

(Established 1873.)

Transact a General Banking Business.

WELLS, FARGO & CO'S BANK.

SALT LAKE CITY, UTAH.

(ESTABLISHED 1852.)

Transact a General Banking Business

J. E. DOOLY, Cashier.

THE DESERET SAVINGS BANK.

DIRECTORS:

W. W. Riter, President.
Moses Thatcher, Vice President.
Elias A. Smith, Cashier.
James Sharp, John R. Barnes, John C. Cutler, David Eccles, A. W. Carlson, George Romney, John R. Winder, D. H. Peery, E. R. Eldredge, W. F. James.

Four per cent interest paid on savings deposits.

T. R. JONES & Co

BANKERS.

SALT LAKE CITY, UTAH.

COMMERCIAL NATIONAL BANK.

Capital Paid in, $200,000.

General Banking In All Its Branches.
Directors—Dr. Theodore Meyer, John J. Daly, O. J. Salisbury, Moylan C. Fox, Thomas Marshall, W. P. Noble, George M. Downey, John Donnellan, A. F. Holden.

Established 1841. 150 Offices

The Oldest and Largest.

R. G. DUN & CO.,

The Mercantile Agency.

GEORGE OSMOND, General Manager, Utah and Idaho. Offices in Progress building, Salt Lake City.

PATENTS GUARANTEED

Our fee returned if we fail. Any one sending sketch and description of any invention will promptly receive our opinion free concerning the patentability of same. "How to Obtain a Patent" sent upon request. Patents secured through us advertised for sale at our expense. Patents taken out through us receive special notice, without charge, in THE PATENT RECORD, an illustrated and widely circulated journal, consulted by Manufacturers and Investors. Send for sample copy FREE. Address,

VICTOR J. EVANS & CO.
(Patent Attorneys,)
Dunn Building, WASHINGTON, D. C.

WEST DENTAL CO.

Moved to Union Block.
MAIN STREET NEAR 3RD SOUTH

SET OF TEETH FIVE DOLLARS.

Gold Fillings, $1.00 up
Silver Fillings..... .50 up
Amalgam Fillings..... .50 up
Cement Fillings..... .50 up
Bridge and Crown Work $5.00 per Tooth

ALL WORK WARRANTED AND PRICES CHEAPER THAN ANY ONE. Finest dental parlors in Utah. See big sign.

DR. WEST, DENTIST.

DAVIS, HOWE & Co

Iron Founders and Machinists.

Manufacturers of all kinds of Mining and Milling Machinery. Prompt attention paid to all kinds of repair work.

NO. 127 NORTH FIRST WEST.