

BURTON, GARDNER & CO.

BURTON GARDNER & CO.

33 W. First South Street.

Easy to Manage The Household. Light to Run, The Household. Quick to Sew, The Household. And Noiseless. The Household. Easy Payments. The Household.

The most durable Machine on earth—made of the best Bessemer Steel, Case-hardened and Malleable Iron Castings, provided for "taking up" lost motion caused by wear at every point of bearing.

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HOUSES AND LOTS FOR SALE IN ALL parts of the City. Houses and Lots for sale cheap for cash. Houses and Lots for sale on easy terms.

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Special care is given in supplying good and suitable help.

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SPECIALIST,

FORMER PARTNER OF

DR. MINTIE, SAN FRANCISCO, CAL.

No. 261 Main Street,

Opposite Overland House, in Union Block, Room No. 1, First Floor.

Can be consulted daily from 9 o'clock to 12 o'clock a. m. and from 2 to 5 o'clock p. m. Sundays from 10 a. m. to 12 m. He has had twenty-five years' experience in the special treatment of all Venereal, Sexual and Chronic Diseases, Syphilitic and Mercurial Affections of the Throat, Skin or Bones; NERVOUS DEBILITY, Impotency and Loss of Manhood, Exhausted Vitality, Somnolent Weakness, Spermatorrhea, Paralysis, and all the terrible effects of Self Abuse, youthful follies and excesses in mature years; Nocturnal Emissions, the effects of which are various, maddening and destructive to both body and mind, and unless cured will terminate fatally.

CO-OPERATIVE FURNITURE CO.

CO-OPERATIVE FURNITURE CO. Incorporated. Announce to the General Public that they are receiving CARLOADS MONTHLY!

CHAMBER SUITS, PARLOR SUITS, Easy Chairs and Rockers, RATTAN GOODS, PARLOR BED LOUNGES, Single Lounges, Settees, Sofas, Ottomans, Baby Carriages, Etc.,

Lace Curtains & Window Blinds. WALNUT CHAIRS AND ROCKERS, Bent Wood Chairs and Rockers, OFFICE AND DESK CHAIRS, Stools and Camp Chairs, ROCKERS, Etc., Etc., Etc.

ON THE NIGHT SHIFT.

A Peculiar Story as Told by a Train Dispatcher.

Several years ago I was employed as train dispatcher on a southwestern American railroad. As usual there were three of us in the office. I had what is called the "second trick," my hours of duty being from 4 p. m. to 12 p. m. The third man, Charlie Burns, who came on at midnight and worked till 8 p. m., was a particular friend of mine.

During the trying days of Charlie's illness I spent all the time I could spare by his side, but on account of his absence from the office it was necessary for the remaining two of us to "double up"—that is, work twelve hours each, my watch being from 8 p. m. to 8 a. m. I came on duty one evening feeling very bad. The weather was so warm I could not sleep well in the daytime; besides, I had spent a considerable part of the day with Charlie, whose illness had now reached a critical stage, and seemed to show little prospect of improvement.

Hence, as you may imagine, I was not all pleased to find that I was likely to have a busy night of it. A wreck on the road during the day had thrown all the regular trains off time, and besides the usual number of special freights there was a special passenger train to leave Linwood, the eastern terminus of our division, at 11 p. m., with a large party of excursionists returning from a picnic.

As usually happens in such cases, the excursion train did not get ready to leave on time, and it was 11:40 p. m. when they reported for orders at Linwood. I fixed up their orders, got the report of their departure from Linwood at 11:45, and entered it on the train sheet. Then, having for the first time that night a few minutes' breathing time, I rose from the table and went over and seated myself by the window, where it was cooler than under the heated gas-jets over the table.

"Poor fellow," I thought, "it will be a long time before he enters that door again, if he ever does." Just at the last stroke of 12, and while my eyes were still fixed on the door, it opened and Charlie Burns entered. My astonishment may be imagined better than I can describe it. My first thought was that in the delirium of fear he had escaped from his nurses and made his way to the office, but when I left him a few hours before I could not have believed that he had strength to get out of bed. I sat and watched him in speechless surprise, which was increased by his strange manner.

Instead of his usual hearty greeting he took no notice of me at all, but walked directly to the table and sat down. Placing his hand upon the key he began calling "Q," which was the signal for Elm Grove, the first station, six miles west of Linwood. "Put out signal for special passenger west and copy."

"Ro," "Ro," "Ds," rang out the sounder with Charlie's nimble fingers upon the key. "Ro" was the call for cross-tie, the second station from Linwood, eight miles west of Elm Grove. "I, I, Q," came back the answer.

"Is special east coming?" "Ds." Then, as I sat by the window as one paralyzed, the awful truth flashed across my mind. I had overlooked the stock train, thundering eastward twenty miles an hour, and made no provision for its meeting the excursion train. My blood seemed turned to ice as I heard the reply:

"They are at the switch. Ro." Another minute and it would have been too late. Still apparently oblivious of my presence, Charlie reached for the order-book with his left hand, while his right continued to manipulate the key, and I heard the sounder click:

"Out signal and copy Ds. Order No. 734. To C. and E. Eng. 34 Ro. C. and E. Eng. 34 O." Special east eng. 34 will take siding and meet special west eng. 19 at Rose Dale. 12 J. W. M.

Quick as a flash came back the response from each station and in less time than it takes me to write it the order had been repeated and signed by the conductor and engineer of each train, while Charlie copied it into the order book and returned his "O. K."

Then, as I realized that I was saved and the great disaster averted, the relief of feeling was too much for my overstrained nerves, and I lost consciousness. An hour later I was awakened by a familiar voice, and looked up to find Frank Dwyer, one of our conductors, who had volunteered to watch that night with Charlie, standing over me.

struction, on whose summit will float the French flag. This tower consists of four iron pyramids placed 300 feet one from the other, each pyramid being 30 feet square at the base and 16 feet square.

At the first story, 250 feet above the ground, these pyramids are united by a glass-covered gallery 50 feet wide, which makes the tour of the construction. This gallery will be used for stores, etc. At the second story is a room 100 feet square, covered by glass.

At the summit is a cupola with an exterior balcony. There will be placed the electrical apparatus destined to light the Exposition. Each pyramid will have an elevator, constructed in the same manner as the Swiss railroads. It is startling to think of an elevator taking one seven times as high as the Column Vendome, but there will be no danger.

The elevator will be drawn by a cable, but steel grapping hooks are to be arranged in such a manner that, if the cable breaks, the elevator will remain suspended. There has never been an accident on the Rigi, and M. Eiffel, who is the originator of this stupendous scheme, says his elevator will be even more secure than any yet constructed.

A vertical elevator will also take passengers from the central point to the summit of the tower. When at the top we can admire the night, Paris and the millions of lights.

In pleasant weather we can see the most splendid panoramas that human thought can imagine. Above the hills which with their green foliage surround Paris, we shall have a view of over one hundred miles. We shall see Compiègne, Rheims, Fontainebleau, Chartres, Dreux, Creil, the villages lost in the woods, and the rivers trailing their silver ribbons across the valleys.

But this metallic tower will not be built expressly for the curious; it will render service to science. In the cupola will be installed telescopes, pluviometers, anemometers, etc. Astronomical and meteorological observations will be made under new conditions, and experiments which have heretofore been impossible can for the first time be attempted.

Atmospheric electricity, the velocity of the wind, the transparency of the air, Foucault's experiment to prove that the earth revolves, all can be studied.

Spectroscopes for analysis of the light of the sun and stars will be placed under the dome. A study equally interesting will be that of the variation of temperature with altitude. For the public a very strange sight will be the effect of lightning and the deviation of a falling body.

The tower will be surrounded by a lightning-rod, but in itself the tower will form an immense lightning-rod, by which will descend formidable quantities of electricity. In a thunder-storm everyone in the tower will be struck by lightning, although unconscious of and receiving no injury from this electric shock.

When the night is black with clouds, from the foot of the tower one can see a continuous sparkling fall of lightning. To produce that effect a lightning-rod will be placed on the summit of the tower and the conductor will be interrupted for the space of two yards. The lightning will thus jump from one section to another, with continual explosions.

At the base of the tower, on immense blocks of marble, inscriptions recalling the history of the century will be engraved in gilded letters. There will be found extracts from the "Declaration of the Rights of Man," the names of illustrious Republics, etc.

The weight of this tower will not be greater than 7,000 tons, almost enough iron to make a railroad from Paris to Saint Germain by way of Versailles. The cost will be about \$1,000,000, but the inventor of this gigantic work asks only the admission fees for ten years to pay all the expenses of the building.

Chicago Times. "I don't see," observed Boggs, as he leaned back in his chair, "how any man of sense can be led to embezzle \$50,000 or \$100,000 and skip the country. He is disgraced, his future ruined, and what good can the money do him?"

"You don't take the right view of it," remarked Stebbins. "Why?"

"The idea, my dear sir, is to settle for half the sum stolen and return home to be looked upon as a smart man and re-elected president of a rival institution."—Walt St. News.

THE TALLEST TOWER The Marvelous Monument to Be Erected in the Champ De Mars, Paris.

A colossal tower, 1,000 feet in height, will be not only the principal attraction of the Exposition, but the most daring work ever undertaken by any engineer.

UNION PACIFIC RAILWAY. Table with columns: From East, Stations, Going East. Lists routes to Salt Lake, Ogden, Utah, Peterson, Weber, Echo, Castle Rock, Wausatch, Evanston, Hilliard, Piedmont, Gr'n R'er, Rawlins, Laramie, Cheyenne, Omaha, Mead Stations.

UNION PACIFIC RAILWAY. Echo and Park City Branch. Table with columns: Westward, Stations, Eastward. Lists routes to Ogden, Park City.

CENTRAL PACIFIC RAILWAY. Table with columns: From West, Stations, Going West. Lists routes to Ogden, Bonneville, Brigham, Corinne, Blue Creek, Fremont, Kellon, Terrace, Kiko, Palmdale, Bates Mount, Wanamoco, Reno, Truckee, Colfax, See'm'to, West Ogden, Oakland Pier, San Francisco.

DENVER & RIO GRANDE RAILWAY. Table with columns: Westward, Stations, Eastward. Lists routes to Ogden, Kayaville, Farmington, Wood's Cross, Salt Lake, Bingham Jn., Lehi, Provo, Thistle, Clear Creek, P.V. Junction, Green R'r, Eloco, Grand Juno, Denver.

Table with columns: Northward, Stations, Southward. Lists routes to Salt Lake, Bingham, Alva Branch, Bingham Jn., Sandy, Wausatch, Alva, P.V. Branch.

SANPETE VALLEY RAILWAY. Table with columns: Southward, Stations, Northward. Lists routes to Nephi, Fountain G., Chester.

OREGON SHORT LINE. Table with columns: Going West, Stations, Going East. Lists routes to Granters, Willard, Cokerville, Mo'tpel'r, Soda Springs, McCannan, Pocatello, Shoshone, Caldwell, Huntington.

SALT LAKE & WESTERN RAILWAY. Table with columns: Going West, Stations, Going East. Lists routes to Cedar Fort, Soda Springs, Rush Valley, Doremus, Bolter Sum, Ironton, Frankton, Silver City.

UTAH & NORTHERN RAILWAY. Table with columns: From North, Stations, Going North. Lists routes to Ogden, Hot Springs, Willard, Brigham, Logan, Franklin, McCannan, Pocatello, Blackfoot, Eagle Rock, Beaver Creek, Dillon, Silver Bow, Sturge Br, Deer Lodge, Garrison, Anasconda, Butte.

UTAH & NORTHERN RAILWAY Extra. Table with columns: From North, Stations, From South. Lists routes to Ogden, Hot Springs, Willard, Brigham, Logan, Deer Lodge, Garrison, Anasconda, Butte.

UTAH & NEVADA RAILWAY. Table with columns: Going West, Stations, Going East. Lists routes to Salt Lake, Garfield, Lakeland, H. W. House, Tooele, Terminus.