

SALT LAKE SAYINGS.

Celebrations Throughout Utah Suspended Out of Respect to President Garfield.

A Large Number of Deaths from Drowning and Other Causes.

Correspondence of The Bee.

SALT LAKE CITY, July 2, 1881.—The first tidings of the attempted assassination of President Garfield reached this city shortly before nine o'clock this morning.

The lamentable news having reached the city this morning, that attempt has been made upon the life of President Garfield by an assassin, and that he is lying dangerously wounded; exciting as we do the horrible crime of assassination, we suggest to the Latter-day Saints that out of respect to the nation's chief magistrate, and in accordance with our heartfelt sympathy in his behalf, all preparations for celebrating the national birthday, July 4th, throughout the territory of Utah, be suspended and the demonstrations usually had on that day be dispensed with.

JOHN TAYLOR, GEORGE Q. CANNON, JOSEPH F. SMITH.

The managers of the non-Mormon citizens celebration also abandoned their procession and other exercises, but decided that the troops (who were to have taken part) and others who desired, if any such were found, should meet at the Continental hotel on the morning of the Fourth, and then march to the Liberal Institute where addresses appropriate to the occasion might be made.

A few days ago the city council passed a resolution to formally open with appropriate ceremonies on Independence day the new park lately purchased for the benefit of the citizens. This evening the council met in special session, and repealed that portion of the resolution which fixes these ceremonies for the Fourth, giving expression in their resolution to postpone, to the profound regret that they felt at the dastardly act by which the nation might at any moment be called to mourn the loss of its chief magistrate. In fact the sad news was the one prevailing topic, all other matters for the time being seemed to be lost sight of. Various theories were started and discussed, with regard to the causes that led to this deplorable crime. Necessarily these conjectures have been more or less wild; but no matter the surmised cause or the conjectured reason all men of all parties here deplore the deed and execrate the assassin.

Comets and sudden deaths have been, until now, the prevailing subjects of conversation in this region. Of the comet in the north I need say nothing, as it is doubtless as much a nine days wonder in Omaha as it is here. It is claimed that another has been seen in the far southern sky, but it is the general impression that this is a mistake, though it is possible that, owing to our exceedingly clear atmosphere, these blazing messengers become visible here sooner than elsewhere.

The number of ladies who have died unexpectedly, indeed sometimes almost suddenly, within the last week or two in this city and neighborhood, has created considerable alarm. The best known of those who have thus left us was Mrs. Fanny M. Little, wife of the Hon. F. Little, the present mayor. The lady was a native of New York, her maiden name was Decker, and she was a sister to two of the Mrs. Youngs, wives of the late Mormon president.

There also appears to be an epidemic of drowning. Day after day the papers contain accounts of the death of children from falling into the mountain streams or irrigating canals. Why there should be so many more accidents from this cause than ever before is one of the things that are unexplainable.

The June just passed has been the hottest ever known since the establishment of the signal service observatory in this city. Persons disposed to borrow trouble are looking forward with anxious forebodings, and are disturbing themselves with calculations as to how much warmer it will become in July and August, usually our hottest months. August, 1875, was the hottest month yet recorded. Then the maximum reading of the thermometer reached 101°. During the present month it has stood several days at 95°. Already vegetation shows the results of this heated term. Salt Lake City has lost its spring-time charm of freshness, and the trees, shrubs, flowers and grasses appear measurably wilted and dried up. The volume of water descending from the mountains has also materially decreased.

Notes From Blair.

BLAIR, July 4.—The sad news of the condition of the president received here this morning, has rather taken the spirit out of the celebration. But for that sad event, the celebration at Blair would have been a grand one. A large number of people are here, and on nearly every face can be seen expressions of sorrow that make it a

day of mourning rather than one of celebration.

Col. L. W. Osborne orates at Oakland. Col. Tucker, W. H. Eller, Rev. Warren Wainwright and Reed are the orators here.

The presents received by Mr. and Mrs. Chas. Schuril at their silver wedding on last Sunday, were numerous and costly.

Mr. Edgar N. Bradley and Miss Jesse F. Dawson were united in marriage on last Wednesday evening at the Congregational church. After the ceremony they gave a reception at their residence on Grant street. A large number of costly presents were presented to them by their friends.

Mr. W. W. Stockton and Miss Fannie Lewis old residents of Blair came over from Missouri Valley on Saturday's train to spend the Fourth.

The G. A. R. will give a ball at Germania hall on Tuesday evening. HIX.

REFRIGERATING BARGES.

An Invention Which Makes Hot Corn Impossible.

St. Louis Republican, July 4.

Some improvements are now being made in the barge system on the Mississippi, which will not only awaken renewed and deeper interest in the great subject of river transportation, but will strike terror in the Chicago camp, and cause the papers of that jealous and envious city to howl louder and oftener. Whenever there is a chance for them to say anything against the barge system they have magnified the smallest matters into huge proportions.

The improvement alluded to above in connection with the barges is a perfect system of ventilation. Capt. Henry Lourey, the president of the St. Louis and New Orleans Transportation company, has given this matter a great deal of consideration, and at last has hit upon a plan. Yesterday morning that gentleman, in company with Mr. J. R. Bull, of the St. Louis and New Orleans Foreign Despatch company, Mr. T. A. Clayton, representing Forstall, Ross & Clayton, the steamship agent at New Orleans, and representatives of The Republican, visited the levee at the foot of Olive street to inspect one of the immense barges now being loaded for New Orleans. Its dimensions are: length, 225 feet, 36-foot beam, and 9-foot hold in the shallowest place, with a carrying capacity of 1,700 tons. In the upper part of the barge were seen 292 hogheads of tobacco, averaging 1,450 pounds each, arranged along the sides, and 50 more hogheads to be added to this shipment.

Capt. Lourey then proceeded to explain the ventilating process just added, which consists of six openings on each side.

THERE IS A PASSAGE WAY

between the hull and the exterior of the barge two feet wide clear around, enabling a man to make the entire circuit. Just over the openings are trap-doors, which fasten securely in stormy weather to keep the water out of the space between the hull and the outer portion. There is also a space underneath the hull and the bottom of the barge, next to the water, which is sixteen inches from the bottom, and through which air is received. There is a stiff current of air passing through all the time, and the corn is kept fresh and dry, and Capt. Lourey says it can remain in one of these ventilated barges all summer on the water, if necessary, and would not receive the slightest injury.

There is also an arrangement by which water, should the barge spring a leak, can be pumped out instantly. The pump is encased in a large wooden spout, the whole so arranged that it can be removed when not needed and space is in demand.

At one end of the barge there is also a hatchway which can be used to load package freight without disturbing the balance of the cargo. At the other end of the barge there is a funnel-box running from the deck to the grain room. There is a strong suction going on all the time, carrying fresh air through the grain room. With the hatchway open at the far end and the ventilators on the sides, there is constant current air, which precludes any possibility of heated corn in future. The barge system has worked very well without these improvements, it being the rarest occurrence that any corn has become heated between St. Louis and New Orleans; and even in the few cases discovered it has been proven beyond the shadow of a doubt that the corn was shipped away from here in a damaged condition.

Capt. Lourey has ordered all of the barges in the line with which he is connected to be immediately

provided with ventilators. The company now has 43 barges, and more in process of construction. Each one is capable of carrying 1,700 tons of freight, including 60,000 bushels of grain stored in the hulls. It is now no infrequent sight to see a steamer leave the wharf with six of these immense barges connected and forming one tow.

The party yesterday morning visited another barge lying alongside the one just mentioned. It was being loaded with miscellaneous products, some for southern consumption, but the bulk of it for export to European points. A glance at the deck of this barge was enough to fill the heart of any true St. Louisian with pride. Arranged in rows were barrels of mess pork, 1165 in number. This was shipped here from Chicago and is being transported to New Orleans for southern use. The barrels bear the brand of one of the largest Chicago packing-houses. Then there were 2000 sacks of flour, a part of the Minneapolis consignment for Glasgow. Hundreds of bales of hay were piled up, the greater portion coming from Iowa and Illinois. Hogheads of tobacco from the state of Missouri were included also in this load, to say nothing of a quantity of Iowa oats. For all these exports through bills of lading are given right here in St. Louis. The total tonnage in the single barge alluded to last, would require one hundred and twenty freight cars to move it, or equal to six trains. And yet one steamer—the Oakland for instance—can tow down the river thirty-six times the amount which can haul. Besides the grain, flour and tobacco there was miscellaneous heavy articles piled up in immense quantities, such as iron, oil, cake, &c. Another great and important advantage the river route has, is that

when the grain arrives at New Orleans, in transferring it to the elevators there it is blown, by means of a perfect ventilating system recently established.

To still further show the advantages of St. Louis' great river route, it may be stated that out of 30,000 bushels of spring wheat shipped recently from St. Paul for export by way of New Orleans, the weigher at the latter point reported only about 66 40-100 bushels loss, and but 1-2 bushels actually damaged by the barge. The loss from western points to New York by damage and waste is generally on an average of 1 per cent.

While the sun was pouring out its rays and making it excessively warm on the levee it was cool and pleasant and decidedly airy in the barge yesterday, and it will always be the case with the ventilators, no matter how warm the weather may be.

It is supposed that by the middle of the usually dull, dead summer season, but one would not realize it to see the immense amount of freight being shipped by the barge companies. Gould's system of railroads, to say nothing of the other systems centering in St. Louis, are bringing in the grain and other products from all directions, and when the new crops are ready for market the bustle and activity at the freight yards and on the levee is apt to be such as was never before witnessed in St. Louis. The barge system has very wisely worked a complete change or revolution in the grain movement in the Mississippi valley. With these improvements, which will warrant the shipper and farmer in sending the grain

TO THIS MARKET FOR SHIPMENT to foreign countries, the day is surely not far distant when St. Louis will become the largest grain receiving point in the country. With the present railway facilities being greatly enlarged, new roads being built, valuable connections formed and the prestige which St. Louis has acquired as a grain market, the increase in this year's receipts are apt to be something wonderful.

Iowa and Nebraska will ship to this market this season vast quantities of corn, which heretofore went to Chicago. The press of Central Iowa is constantly working up a boom for the barge system, and appealing for help to the break away from Chicago. The Washburn railway extensions will give Central Iowa direct communication with St. Louis; and with the Missouri Pacific and the Washburn extending into the state of Nebraska, much can be expected from that quarter. The Chicago papers, when they hear of the ventilation of the barges, will squirm worse than ever, but their efforts to drive grain away from St. Louis will be of no avail. The handwriting is on the wall, and the whole world has learned with astonishment of the rapid development of the river trade and pronounces the barge system the

GREATEST SUCCESS OF THE AGE.

Speaking of the shipment of spring wheat from St. Paul, the Pioneer Press of that city says:

"This wheat stood a magnificent test. It went through amid rainy and steaming hot weather, and if ever wheat had a right to get heated, it was then and there in those barges. No test could have been better. It settles the question, and turns Jay Gould's winter route, into a summer excursion business. Further shipments of wheat for Europe may now be looked for at the St. Paul levee, and a flourishing trade built up that will make St. Paul more than ever a wheat market. There was great curiosity in St. Paul yesterday to learn who investigated the bogus dispatches from New Orleans, reporting that the wheat had arrived there heated and spoiled."

"Those who have rolled a sweet morsel under their tongues the false report that the wheat shipped from St. Paul to Glasgow via New Orleans was heated can take a rest. The grain was received in good order at New Orleans and transferred to an ocean steamer for its transatlantic destination. The weather was peculiarly bad and the result of the test is therefore all the more satisfactory. The St. Louis and New Orleans Foreign Despatch company are now figuring with St. Paul firms for another shipment of spring wheat consisting of about 40,000 bushels."

Never too Late to Mend. This is a true story. A man named Jacobson, of Buffalo, N. Y., writes: "Your Spine Blossom has worked on me splendidly. I had no appetite; used to sleep badly and get up in the morning unrefreshed; my breath was very offensive and I suffered from severe headaches; since using your Spine Blossom all these symptoms have vanished, and I feel quite well." Price 50 cents, trial bottles 10 cents.

Advertisement for JACOBS OIL, featuring an illustration of a man and a dog, and text describing its benefits for rheumatism and other ailments.

Advertisement for THE GREAT GERMAN REMEDY FOR RHEUMATISM, listing various symptoms and providing contact information for A. Vogeler & Co.

Advertisement for ST. LOUIS PAPER WAREHOUSE, listing various paper products and contact information for Graham Paper Co.

Advertisement for CHICAGO & NORTH-WESTERN RY, featuring a map and text describing the 'Great Rock Island Route' and 'No Changing Cars' service.

Advertisement for THE SHORT LINE VIA PEORIA, highlighting the 'No Changing Cars' service between St. Louis and Chicago.

Advertisement for NEW LINE FOR DES MOINES, featuring the 'Rock Island' route and 'No Changing Cars' service.

Advertisement for HOP BITTERS, describing its benefits for various ailments and providing contact information for J. B. Detwiler's.

1880. SHORT LINE. 1880.

Advertisement for KANSAS CITY, ST. JOE & COUNCIL BLUFFS RAILROAD, featuring a logo and text about direct lines to St. Louis and Omaha.

Advertisement for TARRANT'S SELTZER BEVERAGE, featuring a logo and text about its health benefits.

Advertisement for PROPOSALS for furnishing horses and harnesses for the Indian service, including detailed specifications and terms.

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Advertisement for THE CHICAGO & NORTH-WESTERN RAILWAY, featuring a map and text about Pullman Hotel Dining Cars and other services.

Advertisement for PULLMAN HOTEL DINING CARS, highlighting the quality and variety of food and service.

Advertisement for CHAS. SHIVERICK, featuring a list of furniture and bedding items and contact information for 1208 and 1210 Farn. St.

CHAS. SHIVERICK, 1208 and 1210 Farn. St.

Advertisement for MAX MEYER & CO., featuring a list of tobacco products and contact information for 1208 and 1210 Farn. St.

Advertisement for J. B. Detwiler's TOBACCONISTS, featuring a list of tobacco products and contact information for 1208 and 1210 Farn. St.

Advertisement for J. B. Detwiler's CARPET STORE, featuring a list of carpet and rug products and contact information for 1208 and 1210 Farn. St.

Advertisement for THE LARGEST STOCK AND MOST COMPLETE ASSORTMENT IN THE WEST, featuring a list of various goods and contact information for 1208 and 1210 Farn. St.

Advertisement for SIoux City & Pacific RAILROADS, featuring a list of services and contact information for 1208 and 1210 Farn. St.

Advertisement for PUMPS, featuring a list of various pump models and contact information for 1208 and 1210 Farn. St.