

be raised, and that much patronage could be guaranteed any road that would come to Logan." We think that the people of Cache need give themselves no uneasiness from a fear that the Union Pacific will withdraw from their midst. The officials of the railway are too shrewd to leave the rich valley of which the chief city is Logan, and go to the comparatively desert valley to the northwest. There is too much money for a railroad in Cache County to think of its being abandoned. The talk about change is likely a bluff to cover some other plan on the part of the railway.

In Utah, during 1888, there were 37 miles of railroad built. This has all been narrow gauge, and virtually by the same parties, though 22 miles are credited to the Salt Lake & Fort Douglas, in its lines to Mill Creek and Fort Douglas, and 15 miles to the Salt Lake & Eastern, from the junction with the Salt Lake & Fort Douglas, toward Park City.

Construction on the Salt Lake & Eastern, in Parley's Canyon, has been suspended for the present. The weather is so cold that it is too expensive to go on with tracklaying for the present.

The Union Pacific operating department began the new year by distributing circulars, says the Omaha Herald, announcing a cut in section men's wages of 15 per cent. This order effects that part of Nebraska extending from Council Bluffs to North Platte, with the exception of the Omaha men, who will continue to receive \$1.40, while their less fortunate fellow-workmen will draw only \$1.25. Why Omaha should have been favored could not be definitely ascertained, but it is supposed that the cost of living had something to do with the question, while on the other hand members of labor unions claim that the laboring men of the city are too well organized to permit any such liberties being taken with them. While these two solutions of the problem may be eminently correct, it is more than likely due to a change in management. The new vice-president desires to make a record for himself by reducing expenses. The cut will probably cause a great deal of dissatisfaction, as the class affected are the poorest paid in the service. The salaries of the general manager and his assistant, the general and division superintendents, together with those of the general freight and passenger agents, are

understood as being untouched as yet.

At Boulder, Col., on January 5, the employes about the Colorado Central depot were horrified by finding the body of a man lying alongside the track, just at the edge of the depot platform. A handkerchief was lying partially over his face, and from every appearance he must have been killed by the Boulder Valley train, while going out at 7 the previous evening. Whether he had fallen under the wheels or had deliberately laid himself down that he might be crushed, can only be conjectured. The wheels of the coach had evidently passed over his head. As soon as the information was brought to the coroner, he repaired to the spot, and a number of people recognized the body of Percival Stockman, an old prospector and miner lately living at Crisman.

A dispatch from St. Paul, Minn., says: One of the most important cases that has been filed in the United States district court for many years was recorded on Jan. 5th. The United States has commenced an action against the Northern Pacific Railway Company, which involves millions of dollars. It is charged that ever since the road has been built, about 1869, it has been trespassing upon government land along the line, denuding government timber land and causing irredeemable loss and damage to the government and its constituents. These encroachments were made upon the lands and timber domain in various parts of Idaho, Washington Territory, Montana and Minnesota. The suit promises to be a prominent one in the history of the great government cases. The great importance of the case is not merely in the amount involved as pecuniary damage, but lies in the interest of the states at large in having so much of the timber domain divested of that for which it was chiefly valued.

The right of way through this city to the Los Angeles, Salt Lake and Atlantic Railway has been granted, the franchise having been signed Thursday by Mayor John Bryson. This matter has been pending for some time, and has received more or less attention from the press and public. This road is to be branch of the Union Pacific Company. That corporation has for a long time been anxious to be relieved of doing business in California with the Central Pacific. It has a road into Southern Utah, and now that the work of securing the right of way to the Pacific Ocean has been completed, an-

other route connecting the east with the extreme west is one of the enterprises that will no doubt be pushed to completion in the course of time. —Los Angeles Express.

The Deadwood and Lead City Chartered Toll Road (Dakota) has enjoined the Deadwood Central Railroad and brought suit against them for \$50,000 damages. The grade of the latter crosses the toll road in five different places, rendering it absolutely dangerous for vehicles. Although being notified orally and in writing, the railroad continued building. A better grade could have been obtained by the railroad company by another survey, but this one was selected presumably to break up the vehicle travel between the two cities and secure it for the railroad company. Hence the suit for damages.

Ernest Williamson's Case.

On Jan. 4 the announcement was made of the pardon of Ernest Williamson, who had been in the penitentiary for grand larceny, and a statement was given of his record as shown by the courts. We are reliably informed that an injustice has been done to him by a combination of circumstances. He was sentenced on three charges, but subsequently evidence was procured showing that he was innocent of two of them. He was induced to plead guilty to all, through not having been fully informed regarding all the conditions, and was thus punished for two offenses in which the really guilty ones escaped. His attempted escape in 1886 was the last act of that kind, and he has been striving to do better since. He has friends in this city who are confident that he will lead a more exemplary life in the future, and that he has received credit for being much worse than he really was. In his efforts to do better and shun the bad company which led him into trouble he should receive every assistance. He is still young, and by an honest, straightforward course can gain the respect and confidence of his fellow beings.

Returned Missionary.

Elder Charles H. Grace, of Nephi, reached this city January 6 on his return from a mission. He left home April 23, 1887, and went first to Iowa, in which state he labored five months. He next went to Nebraska, and labored in that state about seven months. His next field was Kansas, in which he spent the remaining period of his mission.