

FROM THURSDAY'S DAILY, DEC. 13.

Will Appeal.

Last evening the Ogden City Council held a special session, at which it was decided to take an appeal from the decision of Judge Henderson relative to the municipal incorporation law. The question will be brought before the Territorial Supreme Court at the earliest date practicable.

An Old Charge.

Today Edward Stevenson, of the Fourteenth Ward of this city, was arrested on a charge of unlawful cohabitation. The complaint was made under the old McKay regime, and the date covered embraces the years 1884 and 1885. He gave bonds for his appearance before Commissioner Norrell, on Tuesday next, for a preliminary hearing.

Third District Court.

Proceedings today before Judge Sandford: Marlon D. Hoge was sworn in as bailiff of the court.

L. P. Kelsey vs. W. J. Crowther; plaintiff allowed to amend complaint; case set for Dec. 19.

Jack Bolton vs. E. E. Burns; motion for appointment of receiver suspended for notice to be given defendant.

Wasatch Mining Co. vs. Joseph A. Jennings et al.; trial closed and case submitted.

James Hawker et al. vs. C. A. North et al.; on trial before court.

A Ghastly Relic.

At Turngren's drug store, corner of First East and Second South Streets, is a subject for speculation in the shape of a human skull. It was unearthed in Emigration Canyon a few days ago near a tree; it seems that the tree must have been very young at the time of the interment, as one of its roots had grown through the lower jaw from beneath, forcing that member away and causing the teeth to be imbedded in its fibres so firmly that in the onward growth of the root the teeth had been carried an inch or more from the jaw. It is not a pleasant, but still a suggestive relic of days long ago.

Appointment and Releases.

Elder Thomas W. Brookbank arrived in Liverpool per S. S. Wisconsin, on the 16th inst., in good health and spirits. He is from Tuba City, Arizona, and is appointed to labor in the Millennial Star office. We extend to Elder Brookbank a hearty welcome and wish him every success.

Elder L. F. Mouch, who has labored faithfully in the Swiss and German Mission the past four years, sailed on the Arizona Nov. 17th, rejoicing in the privilege of returning to his home in Ogden, Utah. Elder James Spencer and five other persons from Britain, accompanied Brother Mouch.

Elder Ole Christiansen, of Frederikstad, Norway, sailed per Wisconsin on Nov. 24th, destined for Richmond, Utah.—*Millennial Star*.

A Dangerous Mishap.

On Monday last Mr. Dorrick Peck, who has charge of a herd of sheep, was traveling in a wagon on the desert over Jordan, southwest of this city, accompanied by his wife and baby. To keep himself warm he got out and walked. The team being a little sluggish, he touched them with a whip. This excited them so they started away over the rough ground at a furious rate. They ran into a deep hole which caused the wagon to give a tremendous jolt, by the force of which Mrs. Peck and the baby, which was in her arms, were thrown up and forward and they went down in front of the wagon and stopped between the horses. Luckily the team stopped. The unfortunate lady received a severe scalp wound, evidently from being struck by the horses' feet. The baby escaped with a scratch. Mrs. Peck is still suffering from her injuries, but is rapidly recovering. The escape of herself as well as she did, and of her child without any injury whatever, was quite remarkable.

Would-be Mobocrats.

Some time in the latter part of the past week a little occurrence took place which if true does not argue well for the peace and quiet for which Ogden is renowned. Walker Beattie gave evidence in one of the city cases against parties who had broken the city ordinance by selling liquor on Sunday. His testimony was very damaging at the time and doubtless aided greatly in the conviction of the defendants. A few evenings subsequent to this trial, Beattie, who sleeps at Thompson's barber shop on Fourth Street, was awakened between three and four o'clock in the morning by some one attempting to get in at the front door. He arose and started for the door, when he heard the back door tried by some one. He then concluded that the parties were there for no good. The party at the door was calling, "Mr. Beattie, I want to speak to you." "Why don't you come around in day time?" queried Walker. "If you don't let me in I'll burst in the door." "Well, if you do, you will find me ready for you," responded Beattie who had provided

himself with a hatchet. Peeping out from behind the curtain he saw that the would-be intruder had a handkerchief over his face and that some half a dozen men were crowded close to the wall, nearly out of sight. The crowd, evidently believing that Mr. Beattie had armed himself, after a few more shakes of the door, departed. Mr. Beattie believes that the parties intended either to whip him or drive him out.—*Ogden Standard*.

News from North.

Thomas T. Lockyear, an old and highly esteemed citizen of Logan, died on Sunday.

Erasmus Jensen, of Hyrum, who was arrested a few days ago on the charge of unlawful cohabitation, was before Commissioner Goodwin on Monday. The examination, however, was continued until some future time not specified.

A few days ago Deputy Marshal Steele went to Paradise and called at the house of John Welch. Mr. Welch was not at home when the call was made, but hearing of it, he found the deputy and gave himself up. Yesterday he appeared before Commissioner Goodwin, pleaded guilty to the charge of unlawful cohabitation and gave \$500 bonds for his appearance in the First District Court when wanted.

A serious accident occurred yesterday afternoon to Mr. Wm. Brown, who is 55 years of age, and a resident of Providence. It seems that Mr. Brown was in Providence Canyon at the time, bringing down a drag of logs, when a rock rolling down the side hill frightened his horses, and in attempting to manage them, the unfortunate man slipped and fell. The drag load passed over him, breaking and terribly lacerating the fingers of the left hand, and causing a severe fracture of the right leg, the flesh being crushed and the bone badly splintered, besides sustaining some internal injuries. A small boy who was with him at the time hurried to Providence and gave the information, a party of men going up immediately afterward to Mr. Brown's relief. Dr. Snow, who was called to attend his injuries, reported him as being quite low last evening, but strong hopes were entertained of his recovery.—*Logan Journal*, Dec. 12.

Mark Hall's Trial.

In the First District Court at Ogden yesterday, Jerome Brown was fined \$50 and costs for striking James Horrocks with a beer glass. The trial of Mark Hall, for the killing of Wm. M. Bybee, was then taken up. Most of the day was occupied in getting a jury. The prosecution stated that the facts they would prove were substantially as follows: On the 16th day of April, 1888, Wm. M. Bybee, the deceased, was pasturing some sheep on the range, the land being claimed by defendant. On the morning of that day defendant demanded that he remove his sheep. Bybee told him to sue for damages and if they were recovered he (Bybee) would pay them. Hall exclaimed, "Any man that will pasture his sheep on another man's land is a dirty, lousy son of a b—h." Bybee, stung by the vile epithet, clinched the defendant and threw him down and struck him; Hall struck Bybee with a knife in the stomach twice. As soon as stabbed, Bybee cried to the boy John T. Clark, "I'm stabbed, send for a doctor." This was done, and Bybee was moved to the house of John T. Clark, where he died of the wounds.

The direct testimony of John T. Clark, an eye-witness, was as follows:—I live at Hooper; am 17 years of age; knew Mark Hall; knew William M. Bybee during his lifetime; first knew him eight years ago; was working for him on the 16th day of last April herding sheep on Uintah flat; saw defendant on that day; witnessed the dispute between Hall and Bybee that day on the aforementioned flat; it was after noon; Mr. Bybee had sent him out with the sheep; while he was gone away Hall came up; Bybee came about the same time; Hall told witness to keep the sheep off the land; Bybee told him to find the damages and he would pay it; Hall called Bybee a son of a b—h; Bybee clinched Hall and grasped him by the head and threw him on his knees; Bybee struck him from behind; Hall struck backward; I saw a knife then in Hall's hand; only saw him strike twice; after Hall struck he got up; Bybee called to me to go for Mr. Clark, as he was stabbed; did not see defendant strike after he got up on his feet; after witness came back with Clark, he said, "go for the doctor;" witness did not examine Bybee, but saw blood near his stomach; Mr. Clark returned with witness; Bybee was then alone, on his knees, under a bunch of oak brush; he looked pale and sick; he made no statement as to his suffering; did not see Bybee any more that day after summoning a doctor. (Here witness was shown the knife that had done the killing, and though he had only seen the blade, thought it to be the knife). After the clinch he had not seen defendant put his hand in his pocket; did not know Hall had a knife until Hall was on his knees and he saw the blow struck; saw no attempt to draw a weapon.

The cross-examination of the witness did not materially change any of his statements, and when it was concluded court adjourned till today.

THE RAILWAY WORLD.

Messrs. Holcomb and Tebbetts Coming.—Other Items.

Business is brisk on the railway lines in Utah.

The Denver & Rio Grande Western earnings for the third week of November were \$93,875, an increase of \$8,975.

The Denver & Rio Grande's earnings for the fourth week in November were \$220,500, a decrease of \$1,000.

The Golden Gate special passes through Ogden at 3:30 p. m. today, on its second trip to the Pacific Coast.

The Russian minister of railways has issued an order to the effect that, in future, all passengers who play cards on the trains will be "judicially pursued."

The Union Pacific Company has given to a Western car works an order for fifteen passenger coaches, specifying that they are to be equipped with the Sirentor chairs.

The Pullman car Idlewild has been chartered by Signor Campanini for his tour of the country. He will avoid hotels as much as possible, and there will be no rule on the Idlewild excluding pet dogs.

An estimate recently made by a qualified statistician in car building shows that between 30,000 and 40,000 cars for freight could be advantageously used by the railroad companies of the United States.

Railroad men say that civil engineers should form an association for the purpose of devising a scheme whereby a surveying party can be sent across a field without immediately causing an inflation in land values for miles around.

Mr. E. S. Van Kuran has been appointed superintendent of the Idaho Central in place of Mr. J. Hunter, resigned. Mr. Edgar M. Helgoh has been appointed car accountant, in place of Mr. R. C. Oglebay, resigned. Headquarters, Boise City, Idaho.

Engine No. 733, of the Pennsylvania, pulls train No. 19, the Philadelphia express, and carries 160 pounds of steam. The train of six cars leaves New York daily at 4 p. m., and makes the run in one hour and fifty-two minutes, including three stops.

A report comes from Omaha that H. A. Johnson, assistant general freight agent of the Union Pacific, is to be transferred to San Francisco, to act as the general agent on the Pacific Coast. Mr. Johnson has been west, and is now on his way back to Omaha.

An endless railway train, consisting of 403 platform cars, is to be one of the attractions at the Paris Exhibition. The train will run slowly enough to permit most people to step on and off while it is in motion. The motive power will be electricity.

The acquittal of Reeves and Stout, the Chicago scalpers, who were charged with the forgery of railroad tickets, has resulted in the disintegration of the local ticket brokers' association. It was attempted to reinstate Reeves and Stout to full membership, with the result referred to.

On and after January 1 the Chicago, Kansas & Nebraska Railroad will be known as the Chicago, Rock Island & Pacific. The road was built under the former name, but everybody knows it as a part of the Rock Island system, and the management has decided to consolidate and operate all its lines under one name.

The total liabilities of the railroads of America are \$8,896,432,214, which includes capital stock, funded and current debts, etc. The total assets, which includes equipments, cost of construction, stocks, bonds, real estate, cash, etc., are \$9,199,354,515. Excess of assets over liabilities, \$302,922,301.

The other day an engine on the Toledo, Columbus and Southern Railroad drew a passenger train from Toledo to Findlay, Ohio, on fuel furnished by crude petroleum. The trial was such a success that President Brown announces that he will have all his engines arranged for the use of oil and do away with coal.

The annual meeting of the Western Association of general passenger and ticket agents will be held at St. Louis on Wednesday, Dec. 19. Some important subjects will be considered, including the question of the issuance of all joint rate sheets quarterly instead of monthly, a matter brought up by the Central Traffic Association. The association will likewise consider the confidential memorandum and its use in making advertising contracts. In view of the alarming extent of scalping on editorial mileage, some formal agreement will be made, if possible, to increase measures for the mutual protection of interested lines. Officers for the ensuing year will be elected at this meeting.

It is reported from Omaha that C. H. McKibbin, the general storekeeper, who has been acting as purchasing agent for several weeks, has returned from Boston with very little encouragement. McKibbin and Manager Holcomb had a row over some difference of opinion. It is now stated that Mr. McKibbin is to retire on the 15th instant, and that he will be suc-

ceeded as general storekeeper by a Mr. Charles of the Burlington. Assistant Storekeeper Stafford is also likely to be supplanted. Reddington Fiske, division store clerk of the Union Pacific at this point, was relieved Saturday by F. L. Hunter. The latter has been division store clerk at Pocatello and lately at the Omaha store, and will make a good representative at this point. Mr. Fiske goes to the Wyoming division on the 10th instant to become assistant roadmaster.

There was another wreck on the joint track of the Rock Island and Denver & Rio Grande, Colorado, on Monday evening. Joseph Berry and Harry Smith, the engineer and fireman of the Rock Island train that was in the terrible disaster at Husted's, when the collision occurred with the Salt Lake express, were severely hurt in this accident and will be laid up for some time. From what can be learned of the particulars, train 194, a stone train on the Rio Grande, drawn by engine 54, was ordered to side track at Littleton to allow the Rock Island train to pass. This order was obeyed but through someone's fault the switch was left open. When the Rock Island train came bowling along at the rate of thirty miles an hour, the engineer did not see the open switch in time to stop the train, and in consequence, before there was any opportunity for the engineer and fireman to jump or in anyway save themselves, engine 44, drawing the Rock Island, had dashed into engine 54 of the Rio Grande train. The wreck which this occasioned was a most serious one. Engines 44 and 54 were totally disabled, the Rock Island baggage car was stove in on one end and very nearly turned on end, and two cars of stone were badly wrecked.

No D. & R. G. employees were injured. The D. & R. G. brakeman who left the switch open skipped out as soon as the accident occurred and has not yet been found.

There is a well authenticated rumor in express circles, says the *Dallas News*, that on January 1 the Texas Express Company will be absorbed by purchase by the Pacific Express Company, which at present is operated over all the Gould lines. At present the Texas covers very little territory in south Texas, and the Wells-Fargo has been spreading out, taking lines away from the Texas and the Pacific. The new deal will, no doubt, be better able to cope with the Wells, Fargo Company. The Texas express officials are mute when questioned about the purchase. Commenting on the above, an express agent remarked that the interests of the Pacific Express Company and those of the Gould or Missouri Pacific railway system are identical, and that, of course, when Mr. Gould assumes control of the Cotton Belt Railroad, the Texas Express Company will retire from business on that road and be supplanted by the Pacific Express Company. The Pacific Company operates on the lines of the Missouri Pacific precisely as the Adams Express Company does on the lines of the Pennsylvania, or the Wells, Fargo & Company's express on those of the Southern Pacific, and when any of these railway systems acquires control of new lines, the particular express company operating in its interest follows it. The express companies are not absorbing each other as rapidly as the newspaper correspondents would make it appear. They simply follow the extensions and acquisitions of the railroads with which they are doing business.

Los Angeles, Dec. 10.—The latter part of October last C. B. Holmes, representing a Chicago syndicate, came to Los Angeles and purchased the cable road system, consisting of twelve miles of road, for \$2,500,000. While here Mr. Holmes was persuaded to take a trip over the electric road, and was so well satisfied that he began negotiations for its purchase, which were today consummated, the purchase price being \$160,000. The lines embrace eight miles of track, besides five miles of unearned franchises.

Vice President and General Manager Holcomb and General Passenger Agent Tebbetts will reach Salt Lake tonight. They have been over the Union Pacific system, and are now en route to Omaha from the Pacific coast. The special object of the visit was to improve the railway service on the "old reliable" in the west. It is understood that General Manager Holcomb will inaugurate a number of improvements as soon as he fairly takes hold of the reins in his new position. Mr. Tebbetts has already made an enviable record in his present position, for which he is eminently fitted by his energy and thorough business methods. During the time he was in Salt Lake, before his promotion, he made many warm friends who are pleased to note his successful career.

Tacoma, W. T., Dec. 10.—A sad accident occurred about 5 o'clock this morning at Puyallup, nine miles from here, in which Mrs. Theodore B. Wilcox, of Portland, was almost instantly killed. Mr. and Mrs. Wilcox arrived here from Portland on train No. 2 this morning, and at 7:15 took the train for Seattle. They were both in the sleeping car and the train had stopped at Puyallup Station and was taking on passengers and mail when train 18, an eastbound freight, which followed the passenger, came crashing into the rear of the sleeping car at full speed. Mrs. Wilcox, who was in the ladies' toilet, was the only passenger in that portion of the car at the time. Her death was caused by terrible

bruises. Mrs. Wilcox was 26 years of age. She was married four years ago and leaves a son about three years old. The engineer of the freight train, Joseph W. Doane, who lives in this city, was badly injured. Miss Jennie Leak of Snohomish, who was on the train jumped off and sprained her ankle. With those exceptions no others were hurt, but the passengers generally were badly shaken up. The engine and tender of the freight train and the sleeping car were badly wrecked.

FROM FRIDAY'S DAIL DEC. 14.

Third District Court.

Proceedings before Judge Sandford today:

William P. Rowe et al. vs. Verina Schwin et al.; motion of defendant to retax costs argued and submitted.

Franklin C. Thurston et al. vs. Hermann Hill et al.; motion to substitute heirs of Charles Thurston as party plaintiff denied.

Franklin C. Thurston et al. vs. C. W. Symons et al.; same order. Court adjourned to Dec. 15.

Ephraim City Officers.

Yesterday the Utah Commission issued certificates of election to the recently elected officers of Ephraim City, Sanpete County, as follows: Mayor, Parlan McFarlane; councilors, Henry Green, James H. Hanson, Alfred Bailey, James Armstrong and Neils O. Anderson; recorder, Peter Gray, Jr.; justices of the peace, J. P. Christensen, Jr., and J. C. Peterson. Sveve councilors were balloted for, but the city not having complied with the requirements of the law is only entitled to five, and John August Anderson and Parley Christensen were not issued a certificate of election, they having received one vote less than the other five.

From the Northwest.

Elders C. F. Chadwick, of Weston, Onelida County, Idaho, and Martin M. Miner, of Fairview, Sanpete County, reached this city this morning on their return from a mission to the Northwestern States. Elder Chadwick left his home to go on his mission May 12, 1887. For the first eleven months he labored in Nebraska, afterwards traveling in Kansas, Missouri and Iowa. As a rule he found the people indifferent to the Gospel message.

Elder Miner started on his mission April 11, 1887, and spent the whole period of his mission in Iowa. His success was very moderate, the people being very indifferent to his labors among them. Both Elders return in good health.

Probate Court.

Proceedings in the Salt Lake County Probate Court yesterday:

In estate of George Nebeker, deceased; order made fixing day for hearing return of the sale of real estate.

In estate of Mary A. Waddell, deceased; order made fixing time for settlement of final account and to hear petition for distribution.

In estate of Nicholas Groesbeck, deceased; petition for settlement of final account and to hear petition for distribution, came on regularly for hearing. Proof of posting notice of time and place of hearing made. Proof of publication of notice of time and place of hearing made. Order made allowing and approving final account of administrators and making distribution of residue of estate.

Very Democratic.

There are a good many Democrats in this city, and the ardor of all of them was not completely extinguished by the outcome of the election. "Joe" Barker, the veteran lock and gunsmith, of Commercial Street, is one of these. He has had a life-size steel engraving of President Cleveland placed in the big glass in his front door; on the top of the card are the words "Hail to the chief." Under these are—"The greatest President since Andrew Jackson;" "Public office is a public trust." On one side of the picture is written the following words from one of President Jackson's messages to Congress: "The corporations and wealthy individuals who are engaged in large manufacturing establishments desire a high tariff to increase their gains.—Andrew Jackson." On the other side is this sentence: "The lines are distinctly drawn; there can be no confusion of issues. This is the cause of the people.—Grover Cleveland." At the bottom are the French words, "Sans peur et sans reproche." It attracts considerable attention.

Pleasant Grove Points.

The young men are hauling in their annual supply of wood for the poor of the ward.

Our city hall is being furnished and when completed will be a material improvement to the town.

Several cases of typhoid fever are in the town. Two deaths from this dreadful disease have occurred this fall.

Many bushels of apples are still hanging upon the trees for want of help to gather the fruit. The crop has been immense.

The female students of the Brigham Young Academy, Provo, are giving a