

WANTS TO "PROBE" THE PRIESTHOOD

"Sanpete" Armstrong in Role of A Sensational Affidavit Maker.

LOSES CASE AND SQUEALS

Foolishly Blames the "Hierarchy" and Wants President Smith to Testify in Court.

Another man has found something for which he thinks the "hierarchy" is responsible. This time the new Christopher Columbus is a lawyer who for years has been dubbed as "Sanpete" Armstrong. "Sanpete" had a case in court, and his brother attorney making a letter showing for his client, won. Armstrong didn't like this, and concluded he would let the world know that he was mad. So yesterday afternoon he filed an affidavit for a new trial in the case, wherein Louis B. Paul was plaintiff and the Utah Light & Railway company was defendant. On information and belief he swore that President Joseph F. Smith at a meeting of the general priesthood on April 7, in this city, gave advice to church members who might be serving as jurors, that would be detrimental to the cause of anyone who might be suing a corporation, and who is not of our own race, which while it is not likely to make any deep impression on the public, may furnish a pretext to have another trial. The motion for this will be heard on Saturday, June 30, before Judge Lewis. In the meantime Armstrong hopes to see President Smith in court at that time. The allegations he makes and the suspicious he swears to are set forth in the following affidavit:

TEXT OF THE AFFIDAVIT. S. P. Armstrong, being first duly sworn, says that he is attorney for plaintiff in the above entitled action; that subsequent to the trial of said cause affiant has learned of certain interference by Joseph F. Smith, president of the Utah Light and Railway company, the successor to the defendant corporation, which tended to prevent the course of justice and prevented plaintiff from having a fair trial.

That said Joseph F. Smith is, and was at all times herein mentioned, president of the Utah Light and Railway company, a corporation, which succeeded and assumed all liabilities of defendant corporation; and also president, as well as prophet, seer and revelator of the Church of Jesus Christ of Latter-day Saints, a religious organization, having its headquarters in Salt Lake City, and a large membership in Salt Lake City and county.

That as affiant is informed and believes and therefore avers, the fact to be one of two cardinal doctrines of said church is obedience to the teachings, utterances and instruction of its prophet, seer and revelator. That as affiant is informed and believes and therefore avers, the fact to be, that said Joseph F. Smith, prophet, seer and revelator of said church, and president of said Utah Light and Railway company, successor to the obligations and liabilities of the Salt Lake City Railway company, defendant herein, at a secret neighborhood meeting held in its tabernacle in Salt Lake City on the evening of April 7, 1906, and less than three weeks before the trial of this cause, took occasion to instruct his religious followers as to their duties if called upon to serve as jurors in the trial of causes against corporations, and particularly street railway corporations, and in substance stated that there were graters in the country seeking by every possible trick to secure verdicts against corporations, by means of damage suits; that people would step off street cars and pretend to fall and suffer injuries; that there were doctors who would certify to injuries which did not exist and lawyers who would take such personal injury cases and by tricky secure verdicts against corporations.

He further stated that he regretted that Latter-day Saints, sitting as jurors, have returned verdicts against corporations. The purpose of his utterances, if they were not in effect a peremptory instruction to his followers to refuse to return verdicts against corporations, was, at least, an inducement that they, as jurors, should look with great suspicion on suits against corporations.

That the affiant is informed as to the utterances of said prophet at said meeting and as to the purpose and substance thereof by a member of said church, who was then present and heard the same and remembers the substance thereof; but that he has been unable to secure affidavit of said person or any one who so heard the same. That the reason he cannot secure such affidavit is because any member of said church who would voluntarily disclose the facts, would be counted a traitor and be subject to the anathema and penalties of social ostracism. That he has been unable to find any non-Mormon who was present at that meeting, was allowed to pass the guard.

That affiant therefore is unable to bring the instructions delivered to said priesthood meeting to the attention of this court in substance and effect, but only on information and belief, that such utterances were delivered substantially as above set forth is a matter of common knowledge in this community, and is capable of being established by direct evidence should those present at

Hewlett's THREE CROWN LEMON EXTRACT WILL GO AS FAR AS 3 BOTTLES OF THE 10 CENT KIND, AND IT CUTS ONLY 25¢

SECTION FOREMEN ARE TO GRADUATE

Unique School for Candidates to Be Established on Southern Pacific.

HARRIMAN LINES SET PACE.

If It Proves a Success It May Be Adopted All Over the System.

The Harriman line which set the pace for western railroads in the matter of innovations and practical devices from the old rut is now considering the proposition of a school for prospective section foremen. The scheme originated in the fertile brain of a roadmaster on the Southern Pacific, and has received the approval of General Manager E. E. Calvin. It is expected it will undoubtedly be taken up by other railroads, as was the proposition of giving gold and silver medals to the men responsible for the best kept sections. A circular has been issued for the purpose of finding desirable applicants to train for the position of section foreman. The circular states that as soon as 20 applications are received from men properly qualified extra gangs will be started from Bakersfield, under an expert foreman, and that the young men in this crew will have unusual opportunities for learning track work and the duties of section foreman. The crew will occupy a boarding train well fitted up and supplied with a library, bath room with hot and cold water, dining car and other comforts. Considerable discrimination will be exercised in selecting the men for this crew, the qualifications including a strong physical, mental and moral character, and a high school education. Young men from the farms will be preferred, and cigarette smokers and drinkers of intoxicating liquors are not wanted. Good wages are paid, and an allowance for board, and every inducement seems to be put forth to secure young men of a desirable class for this important position.

WORLD'S WONDER.

Canadian Pacific to Construct Bridge Near Lethbridge, Alberta.

Plans have been perfected by the Canadian Pacific to construct a bridge near Lethbridge, Alberta, which will be an engineering marvel and probably will be ranked as one of the world's wonders. The plans call for a structure slightly more than a mile long and 300 feet above the water level. As compared with other bridges of the world, the Brooklyn bridge is no longer, and is no more than half as high. The world famed Tule bridge in England, which was built by Robert Stephenson 50 years ago, is only half as long and less than half the height. The Canadian Pacific bridge will span the Belly river and is to be built for the purpose of shortening the route between the Rocky Mountain bridge and MacLeod. The grade of the new line will be much easier and heavy loads can be carried at less cost. The work will be commenced at once.

DID GOOD WORK.

Denver & Rio Grande Handed Old Folks in Good Shape.

The manner in which the Rio Grande handled the Old Folks excursion to Ogden has occasioned considerable comment of a favorable nature. In addition to transporting all the excursionists above the water level, the Denver & Rio Grande provided the best in the service was only good enough for the veterans. The special was placed in the running of the train, and the service was made smoothly and at reduced speed so that none of the veterans should be jolted. At the depot Supt. Elliott, General Agent A. A. Benton of the Missouri Central, and Hooping Valley Passenger Agent H. M. Cushing and Frank Groesbeck looked after the loading of the old people. The latter two remained with the party all day and delivered their charges in Salt Lake on schedule time. The crew comprised Frank Smith, conductor; D. C. Gibson, engineer; W. E. Parry, fireman; S. Smiley and Thomas Gibson, brakemen.

TOLEDO TERMINAL.

New York, June 28.—The Herald today says:

As a result of an agreement concluded yesterday, the Toledo Railway & Terminal company, which figured in the bankruptcy of the Cincinnati, Hamilton & Dayton will pass into the control for all practical purposes of the Lake Shore & Michigan Southern, the Michigan Central and Hooping Valley. An agreement has been reached whereby those roads will, in effect, guarantee the interest on the bonds by supplying it with sufficient business from the earnings of the line. The interest on the Toledo Terminal bonds and fixed charges will be paid.

There were many who said yesterday when they heard that the Toledo Terminal had gone to the Vanderbilt lines that control of the Pere Marquette, which would also rest eventually with the Vanderbilt lines. Whatever may be the destiny of the Toledo Railway & Terminal company regarded as the first material step of importance in settling the complex Cincinnati, Hamilton & Dayton quarrel.

IDAHO WOOL FOR SANTA FE.

Indication of the business that now originates on the Milledale branch of the Oregon Short Line, J. J. Devereux, traveling freight agent for the Santa Fe, expects to receive at Harvey camp, 300,000 pounds of wool for consignment next. The prices paid are said to range from 17 to 23 cents and the bales come in from Oakley, Albion, Elba and other points.

THE VERY LATEST.

The Southern Pacific has its Lucin cut-off and now the Union Pacific is to have its Lucerne cut-off, if a story which originated in Cheyenne is to be given credence. The very latest is that the Union Pacific is to plant alfalfa along its right of way from Omaha to Ogden. The object is to exterminate weeds that flourish alongside of the track and incidentally raise a crop of hay. It is now up to some inventive genius to patent a mowing machine that can lay the alfalfa in the track. The crop can then be cut, the train furnishing the power, and dumped into the double-deckers while going at 20 miles an hour. In this manner the problem of feeding in transit would be solved and

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