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INCOME TAX LAW VOID.

The action of the Supreme Court of the United States today, in declaring the income tax law unconstitutional, is of surpassing importance to the nation. The result was not entirely unexpected, and will lay some of its advocates on that account. By declaring the court of last resort always away one of the principal measures, if not indeed the principal, adopted by the late Congress, and establishing a definite rule of that tribunal on that most momentous question the near approaching deliberations which will follow the ruling in how the government will turn up the revenue which was expected from the income tax. The situation resembles is one of great moment to the national finances.

CO-OPERATIVE RAILWAY SCHEME.

The railway between Salt Lake City and southern California is a live issue in the latter section of country, however little public attention it may at that in these parts just now. The frequent meetings on the subject in southern California show this. The gathering at San Diego on Saturday night was not one of the least important among those so indicating the desire which exists for direct railway communication with this city, and the confidence with which the project is looked upon, as a business proposition, by a large number of the people most directly interested.

The particular object of the most meeting at the Fisher opera house Saturday evening was to further the plans of the San Diego, Pacific and Eastern railway company, which anticipates extending its line through the fruit region and the coal and iron districts of eastern Utah, to this city. Among the speakers on this occasion was Eli H. Murray, son of Utah's ex-governor. The plan outlined by Mr. H. Vroman, president of the road, was the most important topic of discussion. Mr. Vroman is an influential man among railway circles, and is well acquainted with transportation matters. At the meeting he had read letters from railway officials in various parts of the country, pledging financial support. He stated he would be willing to build, own and control the line. The audience showed its sympathy with the proposition by subscribing $5,000 for placing the matter fairly before the railway officers of the country. At the same time the audience is so anxious to see the direct attention of the railway men of Salt Lake, while Mr. Vroman makes a trip east to work with railway officials and secure a belief of the enterprise.

The construction of a railway between Salt Lake City and either San Diego or Los Angeles is a certainty today, not as a business venture it offers the prospect of paying profitable under good management. It would be a stupendous work for railway purposes, yet there does not appear any good reason why the present circumstances would not be successfully overcome. The building of connections by southern and other railroads has been proved in Utah over and over again to enterprises entirely at the hands of outsiders to be the hardest and most difficult possible enterprises to follow. In different parts of the West connecting lines established independently have become, rather than exceptional, numerous instances of railroad building, and other roads have made profitable branches to connect in various directions. Why should the proposed railway not be able to succeed and fully anticipate a similar result? Still there are obstacles to overcome. Some of the most important of these have been the main charge I know, which is a source of thought, and an obstacle which I shall attempt to. In the Territory there is no lack of good and enterprising men both in the general community, among the public representatives, among the railroad men. They would gladly see a road built. In wages to visible there is less will in the end of land owners, and their aid in rightness, and their aid for the road. In the cities and many of the railway men now talk in the country, could raise up in the subscribe it. They would do so, [illegible] the work. Undoubtedly [illegible] money, been a [illegible] [illegible] [illegible]

And that support for a separate railway project will come to pass in [illegible]. If the Utahns can come to go among the railway men, there is little doubt that there is nothing in the way will give your assistance and to stay to project. The [illegible] Juarez to see for Mr. Vroman is now in these times to railway [illegible] [illegible] [illegible]