

to \$4000 a year since 1879 to feed the Indians and make presents to them, in order to maintain friendly relations with them. We had also to purchase the privilege of running stock on the Elk Mountains; the Indians as late as three years ago would not consent to white men's stock ranging there.

Should the government conclude to remove the southern Utes to this country and oust the settlers, the government will receive about two thousand five hundred acres of fenced, improved lands, with about seventeen miles of canals; also a few fine orchards in full bearing and a number of acres of lucern land yielding three good crops a year. One large dwelling house costing at least \$8000, located on the northeastern slope of the Blue Mountains; sixty-five log cabins, some rock houses, school-houses, store building, shoe shop, a large number of corrals, with most of the town lots fenced.

On roads we have expended in the county \$27,500, about seven thousand dollars of which, I think, was appropriated by the Territory. These roads are well located, two of them leading east into Colorado, one from Bluff and one from Monticello, one from Bluff eighty miles distant west to the Colorado river, and another one from Bluff north to Emery County line, 120 miles.

No mines or minerals of any consequence have been discovered in the region covered by the lines of the proposed reservation, except some placer claims, on the east side of the Colorado river, some eighty miles west of the Bluff City, claimed by one Case, Hite & Co., but which have never been worked. This company has been operating some four years on the west side of the river, not in this county, and have, so I am told, in the way of a city one rudely constructed house, having a small ditch constructed for the purpose of sluicing out gold. These improvements are on the west side of the Colorado river; but the proposed reservation line follows the bed of the river.

In conclusion I would respectfully suggest that the government act promptly, and either open this region for settlement again (as it was withdrawn last November) and assist the settlers to claim this desert land, or else take it for reservation purposes. In the event of its being held as a reservation, I would suggest that a committee of three be appointed with power to act, who should repair at once to this region, look over the country the Utes are to leave and the country they are to occupy, that they may see and understand fully what the government is to give and what it is to receive, and determine the value of the settlers' claims. This need not occupy more than twenty days, and thus settle this vexed question, as the settlers cannot improve the land in consequence of its having been withdrawn, and are really in danger because of the restless condition of the Indians, they regarding the white people as trespassers. I

would suggest also that practical western men be sent among these Indians found in San Juan County to teach them how to farm and live as the white live, and after they have first been taught how to earn their living and become self-sustaining, if the government sees fit, let schools be introduced among them. Yours respectfully,

F. A. HAMMOND.

P. S.—The canals at Bluff have cost the people \$100,000 and are now in active operation. F. A. H.

TRAIN BLOWN OVER.

The vicinity of Farmington, Davis County, is noted for heavy winds, and Sunday, Oct. 13, Old Boreas got his work in on the regular R. G. W. passenger train coming from Ogden to Salt Lake, and eight coaches, carrying 110 passengers, were blown over near the tank below Farmington. When the train left Ogden there was a heavy wind and by the time Kaysville was reached it had increased to a gale. The train started from the latter place, and as it neared Farmington the wind became so strong that the train men momentarily expected a disaster to occur. If they came to a standstill they felt certain that the cars would be blown from the track, so they moved on as carefully as possible, hoping to gain a point between the tank and the station where the lay of the ground broke the force of the "mountain zephyr," and where they could remain in safety till a lull should come.

A short distance from the tank a sharper gust of wind was felt and the engineer glanced back at his train. He saw the rear coach lift from the rails, and immediately applied the brakes. The next instant the coach was over on its side, and a moment afterward the remaining seven coaches were in a similar position. The train broke at the mail car, and that and the baggage, with the locomotive, remained on the track. It was 9:15 a.m. when the accident occurred. The train was almost stopped, so that the jar was comparatively slight.

Many of the passengers realized the danger from the wind, so that when the cars began to turn they seized whatever they could find that was firmly fastened, and went over with as much ease as possible under the circumstances. Some of them were bruised somewhat, however, though most of them escaped without any injury and none were seriously hurt. The cars toppled over quite easily, and when they were down there was not much of a panic. Hon. John W. Young was in the rear coach, and received a blow across his eyes. He was the first one out of the car, however, and turned his attention to relieving the others. The trainmen also did their best, and soon everybody was out of the wreck. John W. Young and Wm. G. Young, court reporter at Ogden, walked over from the scene to Farmington.

The wind had blown down the telegraph wires, so the engine was

cut loose and came on to Wood's Cross. There a telegram announced the accident, and Superintendent Bancroft, with Drs. Fowler and Pinkerton, left for the scene. Fortunately there was little for the surgeons to do. Three of the through passengers were hurt so they could not proceed farther than this city yesterday. One had a sprained ankle, another a broken rib, and the third rather a bad cut on the knee from a piece of glass. Four others were injured, the worst of these being a young lady who had two or three cuts on her face and her nose hurt.

The cars were not injured to any extent further than having the windows broken and the paint scratched off. A force of workmen was soon engaged in getting them into position. As they fell clear of the track, traffic on the road is not interfered with. Those who were hurt were given proper care by the railway company.

NEWS FROM PROVO.

There is every indication of a snow storm.

Tonight Elder Wm. M. Palmer lectures in the meeting-house to the young folks, under the Y. P. I. A.

Frank Daniels, in "Puck," is one of the attractions next week, followed by Frank Mayo in "Davy Crockett" the week after.

Milton Nobles, the great comedian, is to be here in the Opera House on Thursday next. He will draw, as everybody has heard of him.

Since the trustees introduced sewing into the district schools here more zest has attended the studies of the female portion of the educational community.

Yesterday Elder Lars E. Eggertsen, who returned home on Wednesday morning last from a two and a half years' mission to Denmark, preached to the people. His remarks were descriptive of his missionary labors, and were listened to with much interest.

About the end of last month a fellow named Jas. A. Goodnight broke into Jensen's jewelry store, but was detected by the police before getting away with any of the goods. On Saturday he was tried before Judge Judd, and was found guilty. The jury recommended him to the mercy of the court.

The M. M. Minstrels, a local company, made their initial appearance in the Opera House before the public on Saturday evening, to a good-sized audience. The boys did remarkably well, Messrs. Rob. Cunningham and E. E. Young in particular. They are to appear again tonight.

The *Enquirer* has fitted up the basement of the Opera House, and has moved its presses, job department and bindery into it. This is a preparatory stroke to the publication of the *Daily Enquirer*, which is to appear next month. Arrangements are being made for steam power for the machinery.