

amy, the numbers of persons arrested, indicted, acquitted or convicted, are tabulated in a very misleading manner. Most of the cases were of very long standing which had not been brought to trial for various reasons.

Among the number tabled as "acquitted," were scores of cases which in truth were dismissed on motion of the prosecuting officer, because there was not sufficient evidence to bring them to trial. At the last term of court at Ogden there were thirty-nine such cases dismissed. They were sent up on insufficient evidence, in the way the grand jury deprecated so strongly, and ought never to have gone beyond Commissioners' courts here they were originally heard.

Then, it is well known here that a large number of those cases tabled as "convictions," were old cases in which the defendants pleaded guilty to a technical infraction of the law, and were either fined a small amount or sentenced to pay the costs, because they had ceased to violate the law against unlawful cohabitation and promised to obey it in future.

The tricky and cunning Commissioners carefully concealed these facts, and put the matter in the way that seemed most likely to do damage to the cause of the "Mormon" people and justify a fresh outbreak of popular opinion against the Church, while it would be a virtual argument for the retention of the Commissioners in their easy offices.

This is clear from the comments made by many of the leading newspapers of the country, which have been deceived and misled by the report of the Commissioners. They have overlooked the manner in which the charges of new polygamy cases is conveyed, and state that the condition of affairs hinted at by the Commission is actual.

We call the attention of our contemporaries who desire to be just, to the fact that the Commissioners merely give voice to a pretended belief, and do not assert anything definite. They say they have information concerning fifteen male persons who "it is believed" have recently contracted polygamous marriages. But they do not say they believe it themselves, they do not say who does believe it, they will not give the names of the male persons thus covertly accused, nor of those who are alleged to have accused them. They acted in the same cowardly manner last year, refusing to make a specific charge and have made themselves simply retailers of village scandal, repeaters of groundless gossip, dispensers of the broth of slander and all for a mercenary and malignant purpose.

Measures should be taken to show them up in quarters where they desire most to appear needful to good government, and their falsehood and folly ought to be made manifest throughout the land.

WHAT NEXT WILL THE LIBERAL COUNCIL DO?

THE action taken by the City Council in Tuesday evening in relation to the suit against the bogus members of the Council, was, to say the least, peculiar. By "Liberal" trickery six gentlemen, duly elected to the Council

in 1890, were kept out of their offices for the greater part of their term, and six "Liberals," who were not elected, were admitted and kept in the seats to which they had no right. The whole affair was disgraceful to the officials and their dictator and boss who manipulated it.

The courts decided the legality of the claims of the gentlemen elected, and the six "Liberals" were ousted, after securing the salaries for many months, which they had no right to be paid. The legal incumbents demanded of the city the emoluments of the offices of which they had been defrauded. The Council refused to pay. Thereupon suit was entered against the individuals who had illegally received the money.

They are in no sense a part of the city government. They have long since ceased to have even the fraudulent connection with it which their "Liberal" associates helped them to maintain. Yet the present Council, or the "Liberal" majority of it, has voted to instruct the City Attorney to defend the suit against these private individuals at the city's expense. That the Council has not the shadow of a right to do this, must be clear to every rational person. But the wrong of the thing is the more aggravated from the fact that the City Attorney had previously given his official opinion that the city was not responsible in any way for the money sued for, but the defendants were as individual citizens. The City Attorney called the Council's attention to this fact, yet it not only insisted upon the city's defunding these private persons, but that the City Attorney should conduct their case, although conceding that he might have his assistant appear in it.

There is nothing in the ordinance defining the duties of the City Attorney which will justify this prostitution of his powers as a city officer. He is to "prosecute and defend in all courts in all actions on behalf of the city; and defend in all actions against any officer or agent of the city on account of official acts." But these persons whom he has been instructed to defend are not and never were "officers or agents of the city," but were usurpers; and they are not to be defended "on account of official acts," but in a suit to recover from them funds illegally obtained.

The charter of the city authorizes the Council to require of the city officers additional duties to those prescribed in the charter, but the Council must do this by ordinance. The ordinances give no definition of the attorney's duties which will cover the action now required of him to take. He has no more right to defend those usurpers of office in this case, than to appear as City Attorney, at the city's expense, for a stranger sued for an ordinary debt.

The attorney very properly protested against the course of the majority of the Council, and his legal opinion, furnished at their request is evidently sound. Any private citizen who is proceeded against in a civil court has as much right to the services of the City Attorney in his defense, as have the men who are now sued to compel them to disgorge their unlawfully gotten gains from the public treasury. The Council exceeded its powers, and the attorney would be fully justified in refusing to act as defected.

NEW RAILWAY INVENTION.

MR. WM. T. SHAFFER, of Evanston, Wyo., is a man of unusual versatility. He was formerly editor of the *Chief*, a position he occupied for several years; has tried his hand at poetry; is now the treasurer of Uinta County and has lately entered the field of invention.

His latest production in the last named line of his mental activity is a railroad device of novel construction. It is, in most of its features, distinct from any of the systems now in operation. Mr. Shaffer obtained a government patent on his railroad contrivance in the early part of the present year. Plans of it upon a regular comparative scale have been drafted by Mr. Wm. J. Silver, who is himself an inventor and one of the most ingenious and progressive engineers in the United States. Mr. Shaffer is now having a perfect model of his device constructed. When it is completed he expects to give ocular demonstrations of the correctness of the principles of his proposed railroad by operating it upon a small scale by means of the model.

To enter into descriptive details of this production of the Evanston inventor would take up too much space; consequently we will only attempt to give a general idea of its character. Instead of running on the surface of the ground, as with ordinary lines, the car is suspended and glides along without touching *terra firma*. Instead of the wheels being underneath they are above the coach and run in a straight consecutive line, in the form of two trucks. The wheels run on a single rail, from which the car is suspended. This rail, which thus bears the entire weight of the train, is sustained by a framework of suitable strength. There are two other rails slightly below the parallel of the bottom of the car; other wheels which revolve horizontally run on those rails, and thus the car is kept in position. All of the wheels—upper and lower—are so constructed as to give sufficient play to admit of easy passage along curves.

The car itself is of ingenious construction. Being suspended from the top rail after the fashion of a pack-saddle on the backbone of a mule, it is necessarily divided lengthwise into two compartments. A row of double seats runs along the outer wall of each division, the aisle being parallel with the inner wall. An interesting feature of the construction of the car is the method by which the inventor has provided for communication between the two sections of the coach. This is effected by means of a cupola on top and between. This of itself forms a small compartment, and can be reached by a stairway leading from each division.

As a matter of course the inventor does not claim that his railroad is suited for heavy freighting, but he does hold that it is admirably adapted for passenger traffic, and for small parcel and mail carriage. He claims also that any desired rate of speed, up to 200 miles an hour could be attained by it and that it is just the thing for use in populous cities. According to Mr. Shaffer's estimate it would, if adopted, evidently give a tremendous boom to suburban property, and real