

"As a citizen of Salt Lake and in behalf of the citizens of Salt Lake, I beg to enter a protest against this Council's granting to any company the right to enter North Temple or any other streets by use of a steam dummy. I move that action be deferred for one week."

The motion to defer was lost.

The bill was then placed on its passage, all the members voting in favor of it, but Pembroke and Karriek.

APPROPRIATIONS.

The following appropriations were made:

Mr. Morrison.....	\$ 80 00
U. P. Railroad.....	1434 12
W. J. Tuddenham.....	131 28
Igo & Curney.....	12 29
St. Mark's Hospital.....	145 85
T. O. Roodlidge.....	25 00

WARNED IN A DREAM.

Several years ago I resided in a wild, mountainous and rather lonely region of Virginia. There was a railroad but a few rods in front of my door, and a station and considerable village about a mile to the west. The nearest station to the east was about ten miles distant. I moved to the place with my young wife late in the autumn, and about the first of the following March I was attacked with typhoid fever and was ill for about a month. But, thanks to a naturally strong constitution and the careful nursing of a loving and intelligent wife, I slowly recovered.

As soon as I was strong enough to sit up and walk a little I told my wife she had better take the cars and go and visit her brother, who lived about fifty miles east of us. She had been taking care of me so faithfully through my illness, both by day and night, that I feared her health and strength would fail her if she did not rest a while. I knew she had been very anxious to go, and I felt sure that her brother and his family would be very glad to see her and would try to make her visit a pleasant one. She hesitated about leaving me, fearing I might need her care; but after waiting a few days and seeing that I continued to regain my health and strength she decided to follow my advice. Accordingly one pleasant morning about the middle of April, after doing everything she could for my comfort and bidding me to be careful about taking cold or walking too far, she started, intending to be gone a fortnight.

One day I exercised a little beyond my strength, and felt quite tired at night and lay awake for a long time. At last I fell into an uneasy slumber and dreamed a very curious and startling dream. I seemed to have gone forward into the future a couple of days, and instead of Wednesday, the 24th, it seemed in my dream to be Friday, the 26th. It appeared in my sleep that a heavy rain had been falling most of the day and all the day before, but the evening was clear and pleasant and not very dark, though the moon was not shining. I seemed to be walking along the railroad line toward the east. I first passed

through a wood about half a mile wide; then for about a mile through fields containing a couple of farm houses, one inhabited and the other deserted.

I then entered another wood, and after walking about a mile and a half I came to a stream gently swollen by the rain, which had weakened the railroad bridge so much that the passenger train, in attempting to cross, had broken it down, and the bridge and carriages, completely wrecked, were lying on both sides of the stream, except portions that were floating down. Some of the passengers lay dead or dying among the ruins; some were floating in the water, and a few were clinging to trees and bushes on the bank. It was a fearful and heartrending sight, too fearful for description, and such as I trust I may never see in reality.

The next day early in the morning it commenced raining, and continued to rain through the day and the following night. I felt very lonely and uneasy all day, which feeling was increased by receiving a letter from my wife, saying that she intended to come home on Friday night by the express train. I retired late, feeling much worried on account of my fearful dream. And to add to this fear, presentiment, or whatever you may call it, the dream was repeated, and even more distinct and vivid than the first time.

When I arose in the morning the rain was still falling. This was Friday, and therefore was the day on which my wife was to start for home. There were two passenger trains from the west each day, one at 9 o'clock in the forenoon and the other at 9 in the evening. This last was the express, and the one on which my wife was coming.

Toward the middle of the afternoon the rain ceased falling, and the clouds slowly cleared away. The dream had made such an impression on my mind that I resolved to attempt to find the stream I had seen so plainly in my dreams, and if it appeared at all dangerous to attempt to stop the train before reaching it. Accordingly soon after the rain was over I got ready and started. I had never before had occasion to visit the station in this direction, and therefore was entirely unacquainted with this part of the country. But I found everything just as it appeared in my dream.

Immediately after starting I passed through the wood I had seen in my dream and then entered the open field and found the two farm houses, one inhabited and the other deserted. In fact, everything seemed as natural as if I had really been this way before. I walked slowly, and late in the afternoon I came to the stream, which flowed rapidly and seemed much swollen. But the bridge, instead of being broken down and mingled with the broken carriages and mangled passengers, was still standing; and though its timbers looked quite old and weather beaten there seemed to be little danger of its breaking down beneath the weight of a passing train. There was a heavy goods

train due from the west about 6 o'clock, and I resolved to wait at least until it came, and if it passed over in safety there could be, I thought, but little danger of accident to the lighter passenger train.

In due time it came thundering along, and passed safely over the bridge. But though it might have been owing to my excited imagination, it seemed to me that bridge bent and shook beneath the weight of the train in a manner highly suggestive of danger. At all events I resolved to wait a while longer and see if the stream which was still rising, would have any apparent effect upon the bridge. I took with me a lantern, and also a thick blanket to protect me from the damp night air.

Shortly after sunset, as I was sitting a few rods from the stream, I heard a loud splash, and hurrying to the bridge I saw that a portion of the bank on the opposite side had broken away, and also that the action of the water, or some other cause, had weakened the foundation of the bridge in such a manner that a portion of the line was bent and lowered enough to make it impossible for a train to cross. I immediately crossed the bridge, resolved to stop the train if possible before it reached the bridge and certain destruction.

Well, to make a long story short, I went on in the direction from which the train was to come, and soon found a place which commanded a good view of the line for a considerable distance. I lit my lantern, wrapped my blanket closely around me and sat down to my wearisome vigil of two hours. The night was clear, and not very dark, though no moon was shining. I suffered nothing from cold, as it was remarkably warm, even for the climate of Virginia, and I succeeded in keeping awake, though the task was a difficult one.

Slowly the moments passed by, but at last I saw by my watch that the time had nearly expired, and a few minutes would decide the fate of the train and its human freight. Soon I saw a light, far away and very small at first, but rapidly growing larger and brighter. I arose, trembling with excitement, and commenced swinging the lantern above my head, and, as the train drew near I redoubled my exertions and shouted as loud as I could.

Onward came the train at a rapid speed. It was a time of terrible suspense to me. Should the engineer fail to see my signal, or not see it in time to stop the train before going a few rods past me, I knew that no human power could save it. On it came, and, oh, joy unspeakable! just as I gave up my exertions and stepped from the line my frantic signal were observed. The engineer whistled for brakes, arousing the sleepy brakemen like an electric shock, who flew swiftly to their stations.

The train was quickly stopped, and I then informed the engineer and conductor of the danger ahead, while the frightened passengers left the carriages and gathered around me. Many a brave man