

THERE were four runaways in Ogden vesterday afternoon, none of them doing any serious damage. The Junction City is pretty lively in a general way, but a specialty in this particular line will not conduce to the welfare of the inhabitants.

rent.

fell from a load near the corner of East respective wards. and South Temple streets, and was

OGDEN has been redistricted, and the municipal wards are now divided as follows, in point of population: First Ward, 1,916; Second Ward, 1,914; Third Ward, 1.974; FourthWard, 2,120; Fifty Ward, 1,991; making a total of 9,815. Salt Lake City will have to be redistricted before the next election. in February, 1890.

AMONG THE RAILWAYS.

Rumors and Prospects of Con struction in 1889.

Next to the reasonable certainty Eastern Railway, from Sjoux City, lows, to this city, will be pushed to prospect that the Union Pacific will by extending the Utah Central from Milford. The officials of that road feel the necessity for a through line, and realize that now is the opportunity. They have had surveyed the best route to the west, and the only thing that appeared to stand in the way was the ghost of the Salt Lake, Ne vada & Los Angeles line, which is now effectually quieted. So the probability now is that when the Union Pacific directors have had time to determine upon the precise route, the opening of spring will see the commencement of work.

Mexico, with Directors Ben L. Cook and Bud Doble of Chicago, arrived in the city today. They had telegraphed ahead to V. D. Simar, civil engineer at Durango, Col., to meet them here, and are awaiting his arrival. The party will remain in the city. It is duite probable the road as surveyed from Albuquerque to Durango, which would-connect at this point with the Santa Fe and Atlantic and Pacific, will be built in the next year, and that the present officials are here now to order construction work at an early day. The presence of the officials here has cansed many runors regarding the rillroad outlook for the southwest.

The San Francisco Bulletin prints an interview with an engineer of that city regarding the new line from Salt Lake to Sloux City, in which he says of the Union Pacific's proposed California extension: "It is well known that extension: "It is well known that both the Union Pacific and the North-western lines have decided to build into this state. Surveyors attached to both the engineering departments of both these roads have been seen at work on the Sierras. The availabl froutes have all been staked out. Should the Union Pacific build into California the Central would only have the Denver and Rio Grande as an eastern feeder. President Adams announced last year his company's intention of extending the Utah Cen-tral from Frisco through Nevada to Los Augeles. The Southern Pacific, to head off such an extension, proected, through Alexander Badiam and Isaac Trumbo, the Salt Lake and Los Angeles railroad. The collapse of the Southern California boom has directed the attention of the Union Pacific directors to another quarter. Central California is now their aim. An en-California is now their aim. An en-gineer of the company is now in this city, having completed lines from Og-den through Beckwith Pass. His whereabouts and identity are kept secret, however, for very obvious reasons. In view of these facts the backing by the Central Pacific of the Wyorsing and Eastern is not only pos sible but very probable."

The Rock Island Company on No-ember 14, filed an application in the United States District Court at Tope-ka, Kansas, for the appointment of a referee to confer with two others and decide upon the amount of damage to be paid by the rallway company for the right of way through the Cherokee Nation in the Indian Territory. The pe-tition says that by an act of the legis lature, approved March 2 1888, the Chicago, Kansas and Nebraska Rail-way Company was granted the right to construct and operate a line through the Indian Territory, beginning at the city of Caldwell, in Sumner County, and city of Caldwell, in Summer County, and running to Fort Reno, in Indian Ter-ritory, and from that place to Galves-ton, Texas, and another line in the di-rection of Cisco Fodas. A map of the proposed line was filed and ap-proved by the Secretary of the Interior and a copy was also filed in the office of John B. Meyers, chief of the Cherokee Nation The chief of the Cherokee Nation. The Collef of the Cherokee Nation. The law also says that three ref-rees shall be appointed to decide the amount of damages. One is to be appointed by the President of the United States, one by the chief of the Indian Nation and one by the president of the railway company concerned. It is made pub-lic in the papers filed that the Presi-dent has appointed W 1. Species of dent has appointed W. A J Sparks, of Illinois, and the railroad company has appointed ex-Governor Crawford, of Kansas, but the Indian chief stubbornly refuses to make any appointment, and declares that the railroad shall not be built through his country. The court is asked to appoint the third referee.

The regular monthly meeting of the High Priests' Quorum will be held in the Social Hall at 11 s.m. tomorrow. It is expected that the Bishops who have not as yet sent in the list of High Priests belonging to their wards will

which showed the conditions of the wards to be fair, with room for im-provement. During the afternoon a letter was read from Elders Lee and Ruby, in Alabama, concerning their search for Elder Aima P. Richards, of this Stake, whose mysterious disap-pearance has not yet been explained. From the letter nothing had been developed as to what has become of the unfortunate yourg man. reports were favorable with a few exceptions. President James H. Hart addressed the conference on the general dutics of the Saints,

kill coyotes, using a knife to cut holes in the animal's carcass. He thought-lessly used the same blade to cut off a chew of tobacco. A short time after he was seized with frightfol spasme,

and death resulted in a few minutes. Last week, says the Cargon (Nev.) Appeal, Charles Linesman, Postmaster at Silver Peak, was shot and killed by a man named McTigue. The dispute originated over a letter which the postmaster refused to deliver to Mc-

At Allison's Gulc's, user Newsom Creek, on the trail of Elk City, Idaho, there is a mining claim worked by

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