

SHORTENING THE OVERLAND LINE

Mountains of Earth are Changing
Places on Union Pacific.

AN ACCIDENT NEAR COLTON

Three Men Receive Severe Injuries—
Little Girl Escapes Unhurt—
Deaths Among the Railroads.

"If the mountain will not come to Mahomet, Mahomet must go to the mountain," is an old saying; but it loses its significance in view of what is being done by the Union Pacific upon its main line between Evanston and Cheyenne. Whenever a mountain is encountered it is either "blown off the map" or pierced, so that the line of steel may take the most direct route from east to west. All along the line between the points named are thousands of men, teams, wagons, scrapers and plows at work. Also numerous steam shovels which dig out from the mountain sides mammoth scoops full of earth which are dumped into the deep to the level of the grade. Millions of tons of earth and rock are being removed—here it is taken out of a deep cut and there it is dropped into a deep valley. It is indeed a wonderful piece of work that is being done, and when it is completed the public may expect to see such a shortening of time between this city and Omaha as shall prove an eye-opener. A ride over the present line shows the magnitude of the undertaking and the enormous improvement in the route that will be accomplished thereby. The rails at present more readily conform to the contour of the country, but in the new course that has been marked out the object is to produce a more uniform level of track. It looks as if a line had been drawn from the highest to the lowest points in the trip over the country between Evanston and Cheyenne and the best and most feasible average grade has been established which is most nearly straight line between the two points. This idea of directness, both as to level and direction, involves some gigantic hills and deep cuts, but they are being made at enormous expense but it is already apparent to observers. In one place the hill must be a hundred feet deep, yet this expensive work is being done in preference to traveling in order to secure the safety of trains running over the rails at high speed. The work calls forth expressions of wonder from all passengers traveling over that part of the country, the rapidity with which the grade is completed, the admiration that the stupendous feats of nature's handiwork. Thousands of tons of heavy rails lie at Piedmont, with piles of ties, ready to be used in the grade is completed. The rapidity with which the grading is being done indicates that when the time comes for laying the steel, that work will go on with lightning rapidity and a splendid line will result.

HAND-CAR ACCIDENT.

Three Men Severely Hurt in a Cut
Between Colton and Scofield.

(SPECIAL TO THE NEWS.)
Providence, July 8.—Word reached here last night of a serious accident on the Scofield branch of the Rio Grande Western yesterday forenoon. It occurred between Colton and Scofield. It is reported that E. E. Haynes, a station agent at Colton, his father, an aged gentleman from the East, who was visiting him, Harry Haynes, his nephew, who was baggage master at that place, and a little daughter of R. E. Haynes, were out on a hand car in a deep cut, when they heard the rumbling of the Scofield train approaching from behind.

The noise quickly told them that they were in danger and they dismounted from the car as speedily as possible, and lifted it from the track and pushed it up the bank as they thought, far enough to escape contact with the train. As the train came along, however, it seems that either the old man or Harry relaxed his grip in such a manner as to cause the hand car to slide down the embankment and fall upon the latter in such a way as to hurt him considerably. His head was caught between the hand car and bank, and the bridge of his nose was badly cut. He remained unconscious for the entire day, only regaining sensibility occasionally, and then for but a brief moment. The old gentleman, who is 82 years of age, also received bruises and a severe fracture of one of his legs. E. E. Haynes sustained a gash over the left eye, while the little girl escaped unhurt by running up the bank.

Fortunately for the party, Superintendent Wooty was in upon the train on a fishing trip, and to his private car the injured men were conveyed and brought to Salt Lake last night. During the early part of the day a doctor was summoned from Helper and dressed the wounds of the injured. Later in the day Dr. Allen of Provo went down to attend them and accompany them to Salt Lake.

Harry and the old gentleman are at St. Mark's hospital here and this afternoon were getting along splendidly, there being no great danger attendant upon their injuries. They will probably about in a week or two.

Plenty to Support It.

Pointing out the natural resources which are lying in wait ready to support the proposed Salt Lake-Los Angeles line, which is being surveyed through the southwestern corner of Utah, Col. T. W. Brooks of Yuma, Arizona, writes in the Los Angeles Herald that "very much depends upon the location of the road relative to local profit or business. The western survey from Milford and Pioche is more abundantly supplied with the natural products of the country. In this survey the De La Mar, Jack Rabbit, Monkey Ranch, Groom's district, Oaks, Forty Miles, Sterling and Montgomery mining districts are reached. Having reached at this point the west end of the Charleston mountain, with its forest of fine timber, and skirting Ash Meadows and the west end of the Pahump valley, a most fertile soil, a valley twenty-five to fifteen miles from which the route may go via the renowned Rastling springs, which has an abundance of superior water, and the noteworthy Tecopa mining district, principally owned by J. B. Cane, which is being extensively developed, a daily shipment of twenty-five to thirty-five carloads of ore may be relied upon, with a little preparation."

"The next place of interest along this line is the extensive coal deposits, a pure white coal running as high as 20 percent in aluminum, and in the vicinity is an immense deposit of salt. A direct line may be followed to the Mesquite pass, seventy miles west of San Bernardino, the lowest pass by upward of 300 feet in the San Bernardino range. Along this line is the Old Woman's Springs district, Battle Horse canyon, Viegrier dale, Lost Horse, Lyons and

other mineral districts. From Mesquite pass the line may hug the foothills to the north of Banning, passing through Redlands, San Bernardino and along the foothills to Pasadena and Los Angeles.

"Groom's district, seventy-five to one hundred miles north of Pahump and Charleston mountain, is a wet ore camp and is a great producer as is the Osburn mine at Rastling Springs. Ash Meadows is conveniently situated to this line and worthy of special mention. It should be the home of the chemist, the manufacturer of drugs. According to an exhaustive examination, the lower end of the valley, embracing an area of fifty by seventy miles, contains every known mineral that exists in the earth. In a radius of six miles there are twenty-five immense springs of water, variously flowing from 50 to 1,200 miners' inches of water. The petrified turtles and fish are of immense size and are as perfect as life itself."

Inter-state Statistics.

The statistical report of the interstate commerce commission for the year ended June 30, 1899, shows that the number of railways in the hands of receivers on that date was seventy-one, a net increase of twenty-three, as compared with June 30, 1898. The number of roads placed in the hands of receivers during the year was sixteen, and the number removed from their management was thirty-nine.

On June 30, 1899, the total single track mileage in the United States was 138,281, an increase for the year of 689. This increase is greater than for any year since 1893. The aggregate length of mileage, including tracks of all kinds, was 252,364. There were 36,703 locomotives in service at the end of the year, 6,669 more than for the year ended June 30, 1898. The total number of cars of all classes in the service was 1,375,916, an increase of 49,742.

The number of persons employed on railroads was 225,924, an increase for the year of 24,489.

The amount of railway capital outstanding was \$1,023,945,898, or a capitalization of \$60,556 per mile of line. The amount of capital stock paying no dividend was \$3,275,369,181, or 59.39 percent of the total amount outstanding, and the amount of funded debt, including equipment, trust obligations which paid no interest, was \$27,499,745. The number of passengers carried during the year was 223,175,508, an increase for the year of 12,109,827. The number of tons of freight carried was 969,763,181, an increase of 10,737,275.

The gross earnings of the roads were \$2,313,310,518, an increase over the previous year of \$63,284,497. The operating expenses are shown to have been \$1,865,000,000, an increase of \$18,282,323. The amount of dividend declared during the year was \$111,899,936. The total number of casualties to persons on account of railway accidents was 61,743, the number of persons killed being 1,238, and the number injured 44,505. The number of passengers killed during the year was 233, an increase of eighteen, and the number injured 1,442, an increase of 47, or one passenger for every 151,723 carried. Of railway employees 2,219 were killed and 34,923 were injured during the year.

Shrunk the Earth.

Allegorically speaking the railroads of the present time are actually "shrinking the earth." From Salt Lake to New York "used to sound formidable in the days of our fathers. Today it is a mere bagatelle—Monday, the 2nd of July, 8:30 p. m., the Rio Grande Western crossed the Colorado and the smooth roadbed in "ten hours to Grand Junction. The travel on this road was very heavy. The Colorado Midland railroad is then encountered and after a ride of twelve hours through beautiful scenery Colorado Springs is reached. The Santa Fe's great system here furnishes good accommodation to Kansas City. A great deal of this route is over the old "Mormon" trail of years ago, from the Missouri to the Rockies. This trip consumes 20 hours traveling on an average of 49 miles an hour. The further east one travels the more extensive and imposing become the passenger depots. The Utah crowd wait hungrily for home news. Hotel accommodation there was at a premium, in fact it could only be had for money in the center of town. Bureaus of information were placed at different points where pilgrims from afar could obtain the addresses of parties willing to accommodate the visitors with rooms, board, etc.

Kansas City was ablaze with enthusiasm over the Democratic national convention. Her magnificent convention hall is estimated to hold, without exaggeration, 20,000 people. The tabernacle could fit inside one corner of it. It is unquestionably the largest building of its kind in the United States.

R. S. A.

SPICE AND RAIL.

President A. W. McCune of the Utah & Pacific has returned from the East.

Since the discovery of oil wells in California the Santa Fe is preparing to use the oil as fuel in its locomotives.

W. B. Story is to be chief engineer for that part of the Santa Fe system extending from Colorado to San Francisco. His term of service will begin on August first.

Three new dining cars have been received by the Oregon Short Line railroad. They are the latest samples of the best work turned out by the Pullman company, constructors.

A. S. J. Holt, Pacific coast agent of the Pennsylvania railroad, while riding a bicycle in San Francisco Sunday, collided with a horse and buggy, and sustained injuries which will probably result fatally.

John Lee, who for years has been a locomotive engineer in Utah, serving on the Union Pacific and the Oregon Short Line, died yesterday at No. 240 north

"The Mill Cannot Grind with Water That's Past."

A fagged out, tearful little woman said this in telling her cares and weaknesses. Her friend encouraged by telling of a relative who was cured of just such troubles by Hood's Sarsaparilla. The little woman now has tears of joy, for she took Hood's, which put her blood in prime order, and she lives on the strength of the present instead of worrying about that of the past.

Told Her Friend—"After having gone on my neck 42 years Hood's Sarsaparilla completely cured me. I was so glad I told friends about it and a lady in Wisconsin who read of my cure told me she also took Hood's for the same trouble and was cured. She thanked me." Mrs. Anna Sutherland, Kalamazoo, Mich.

Hood's Sarsaparilla
Never Disappoints

Hood's pills cure liver, bile, and blood, and are entirely reliable in all cases.

Third West street. Funeral services and interment will occur tomorrow at Ogden.

Tomorrow the Oregon Short Line runs its Ogden train directly out to Salt Lake to avoid the changing of cars by visitors to the resort upon the occasion of the big excursion of the A. O. U. W. There will be a big crowd at the depot all day and at night the Short Line train will be run directly from there to the Junction City.

Lagoon has a big crowd today on account of an excursion under the auspices of the Fourth precinct Democrats. Senator Rawlins, Congressman King, Judge Powers and others will make short addresses there this evening.

Passenger traffic on the railroads has been greatly increased during the past week on account of the Kansas City convention. Nearly all passenger trains over the line have been composed of from ten to sixteen cars.

A coroner's jury has failed to find the cause of the frightful accident that occurred on the Montana Central, near Trask's station, a week ago today. Jacob Lucchese, John J. Kelly and a man named Ewing were killed in the wreck and several persons were injured.

On Wednesday next the Short Line will run a daily train out of here south at 7:30 a. m., which will return at 6:30 p. m. This train will go as far as Nephi and will connect with the Sanpete, Mercur and Santa Fe. It will provide for great service and convenience and in consequence will undoubtedly receive flattering patronage.

An excursion from all points in Utah county and some parts of Wasatch and Summit counties went out to Salt Lake today, crowding the big pavilion at the beach. On yesterday a couple of California visitors went out and took a bath, and they are between two minds—whether to continue living in California or move to Salt Lake City.

J. P. McDonald, a Knoxville railroad contractor, has just been awarded the contract to build a railroad in Ecuador for the Ecuadorian association of Scotland. The contract price is \$15,000,000. The road will be 200 miles in length and will extend from Guayaquil to Quito, through the Andes mountains.

Among eastern railroads there is much talk of the Southern Pacific's late cut-off. Aside from the great utility of the cut-off as a time and expense saver, it will prove to be of inestimable value as an advertisement. Gangs of men and piles of construction material and machinery are being hauled to the scene of the work and work will be rapidly pushed.

Judge Lacombe of the United States district court at New York today denied the application of John L. Henning, a judgment creditor of the New York and Ottawa Railroad company, to intervene in the suit in equity against the railroad company by A. J. Henning. The order also denies an application asking that the order appointing Henry W. Gays receiver be set aside.

The Toledo, St. Louis & Western Railroad company, a reorganization of the old Clover Leaf railroad, extending from Toledo to East St. Louis, was incorporated at Indianapolis today, with a capital stock of \$20,000,000. Its directors are James H. Wallace, Arthur H. Van Brunt, J. Edwards Wyckoff and others of New York. The incorporation fee was \$20,000.

It is reported that the Chicago & Alton, the Kansas City Southern and the Union Pacific systems are to be amalgamated and placed under one management. Stewart Knott, who recently resigned the vice presidency of the plant system, it is said, has been elected a vice president of the Alton consolidated system, instead of A. J. Henning. This position, it is further rumored, will be only a temporary one, and that before New Year's he will be elevated to the office of president of the Harriman road, President Fulton of the Alton going to New York to assume the office of chairman of the board of directors of the three companies. Mr. Fulton has been in New York for some time, consulting with Mr. Harlan, president of the Chicago & North Western, and Mr. Johnston, president of the Chicago & St. Paul, and to Port Arthur on the Gulf of Mexico.

PERSONAL.

Rabbi Lowenstein has returned after a two weeks' visit in Cincinnati, Ohio.

Senator Arthur Brown returned yesterday from his trip to the Philadelphia convention.

Madame Messera of Melbourne, Australia, stopped here yesterday on her way home from the big show at Port Arthur.

Judge P. M. Benjamin of Bloomington, Ill., stopped here yesterday en route to Yellowstone park. He is accompanied by Mrs. Benjamin and Mr. and Mrs. John J. Morrissey.

Senator Joseph L. Rawlins was among yesterday's passengers from the Kansas City convention. The senator is thoroughly satisfied with the ticket and is confident of the success of his party at the polls next November.

George D. Cook of the George D. Cook company, investment brokers of New York and Chicago, was a guest at the Kaufmats last night. Mr. Cook was the financial agent of the Mexican government for the purpose of refunding \$10,000,000 bonds, which he accomplished within the last year.

Capt. C. R. Berry, who is a delegate to the National Silver Republican convention at Kansas City, returned yesterday from his visit to the convention city. He is pleased with the Democratic ticket and says the people of his political belief have decided to support it notwithstanding the fact that they failed to put Mr. Towne in second place.

Major E. A. Littlefield of Ogden passed through Salt Lake today on his way home from Kansas City, where he has been attending the Silver Republican convention. The major is well pleased with the work of the convention and is confident that the nominees of his party will score success in the coming campaign. "It was quite a sight," said Mr. Littlefield, "to see the large number of men in that convention who had voted for Abraham Lincoln. When the chairman asked all to raise their right over 200 of the old soldiers in the hall over a hundred veterans arose to their feet. The scene impressed me very much. I have enjoyed my trip and appreciate the kind treatment accorded me by the citizens of Kansas City."

Callen—Dr. S. W. Allen, Provo; R. E. Haynes, Colton; A. B. Gough, Salmon City, Idaho; W. W. McLaughlin, Silver City; R. F. Wimmaw, wife and child, Bingham; Mr. and Mrs. J. W. Clyde, Helper; C. P. Johnson, Kansas City, Mo.

White—L. J. Healy, Rock Springs; Fred Little, Mantu; James McQuinn, Park City; W. W. Reed, Denver; J. K. McClung, Jackson, Ohio; Thomas Fowler, Lehi; C. C. Harper and wife, Borekas; Miss Orella Jones, Miss Pearl Bays, Geo. Brazier, Mrs. Pyle Heaton, Helper; Arnold Corcoran, Ogden; Jno. F. Dierman, Oakland; W. H. Bradley, Portland, Ore.

Walker—Mrs. E. C. Rhoe, Portland; J. G. Graham, Bingham; Mr. and Mrs. K. E. Evely, Broomfield, S. D.; B. F. Kuris, Tacoma, Pa.; J. T. Butler, Tuscola, Ill.

Kenyon—Frank H. Pilling, Butte; C. H. Miller, J. G. Compton, C. P. Randall, Ogden.

EFFORT TO SAVE YOUNG ABE MAJORS

Petition for Commutation of Death Sentence is Filed.

PRISONERS' MOTHER COMING

Those Most Interested in Condemned Man are Women of the Christian Science Church.

Application for a commutation of the death sentence in the case of young Abe Majors has been filed with the clerk of the board of pardons. The petition will be heard at the next meeting of the board, which is set for Saturday the 21st inst. The services of the Hon. Thomas Fitch have been secured by the friends and sympathizers of the condemned man, and the famous attorney and orator will make the argument before the board. In addition to Attorney Fitch, Messrs. R. H. Jones and C. A. Call, who defended Majors at his trial, will also be heard.

It is not known at this time whether any opposition will be made to the granting of the petition, in which the family and friends of the victim, in which case, William A. Brown, may take steps in that direction, now that a movement for a commutation of the death sentence has been made.

Those most interested in the prisoner are women of the Christian Science persuasion. All that has been done in behalf of Majors is the work of these women, assisted by Attorneys Jones and Call.

The ladies have been trying to keep the matter quiet for fear, it is believed, of arousing opposition to their plans. Majors has received a letter from his mother in Oakland, in which she says she will come to Salt Lake as soon as possible. It is expected she will appear in person before the board of pardons.

The prisoner is quite hopeful of a commutation of the death sentence, but realizes that what is done for him must be done quickly, as there is little time intervening between now and August 17th, the date Judge Hart ordered him to be shot.

THOMAS GIBSON MISSING.

Father and Friends Hunting for Him in City Creek Canyon.

There is much anxiety today among the family and friends of Thomas Gibson, an employee of the Rio Grande Western. Mr. Gibson went up City Creek canyon yesterday morning for a day's recreation and pleasure. When he did not return last night his wife was greatly agitated; and when no tidings had been received concerning him this morning her anxiety was much intensified.

The news of his disappearance spread rapidly among his friends this afternoon and an expedition of searchers, it is said, will be organized this evening. In the event that his father, James Gibson, the well known commercial traveler, and Walter Clawson, who went into the canyon this morning, do not locate him soon. Up to a late hour this afternoon, neither Mr. Gibson nor Mr. Clawson had been heard from, nor of which made the situation more mysterious.

JUDGE TIMMONY'S COURT.

Judge Timmony had war-paint on today, and gave justice to vagrants in large doses. The first to face him were Thomas Kearns, Frank Brown, Thos. Moore and Frank Daley. The latter had three or four days on the wagon arrested and was unable to give an account of himself. Kearns, Brown, and Moore were the men who attempted to steal clothing from Muller's store on Saturday. Kearns was given sixty days and the other ninety days each at hard labor.

George Thompson was given two hours to get out of Salt Lake.

J. W. Adams was not sure about the charge of drunkenness, but acknowledged taking three beers. "Want to go back to the factory asked the court. "Yes, please." "Go then."

P. Goodhardt got drunk Friday and as a consequence will spend three days with Sol Kimball.

John Brown and Frank Bishop became intoxicated yesterday. They will do five days or pay dollar for day.

William Penn, convicted of vagrancy, will tarry thirty days and will do a turn occasionally on the rock pile.

LATE LOCAL NEWS.

A private telegram received this afternoon announced that Hugh Douglas and "Little Dick," son of Major and Mrs. R. W. Young, left New York today for Salt Lake. They are expected to reach here on Friday morning next. It will be remembered that Little Richard came back to America from the Philippines, via the Atlantic, a few weeks ago, and that he has been visiting with his uncle, Colonel Willard Young, in New York, since that time.

Mayor Thompson today approved of the appointment of the nine men for the fire department.

James H. Moyle and Geo. D. Peyer came down from Brighton today. While the thermometer was 99 in Salt Lake on Sunday, they say, the customary fires had to be built there in the afternoon.

The board of public works, at a meeting held on Saturday afternoon, appointed Frank Wiseman, inspector at the work of the distributing reservoir. Mr. Wiseman, who succeeds Don Carlos Young, resigned, entered upon his duties today.

Hon. Thomas Kearns has returned from the east, having as a delegate attended the national Republican convention at Philadelphia. Mr. Kearns stopped over at Kansas City and saw the national Democratic convention. Having met Col. Roosevelt while in the east, Mr. Kearns is much impressed with his personality.

CHURCH NEWS.

The High Council of the Salt Lake Stake of Zion will convene in regular session on Wednesday, July 11th, 1900, at 7:30 p. m. Members of the Council, and all others having business to come before said meeting, please govern yourselves accordingly.

High Council.

WHEELMEN OPPOSE THE ORDINANCE

Bicyclists Wait Upon the Mayor Today in a Body.

WANT THE BILL VETOED.

They Claim the Measure is Illegal and Lacks in Reason and Common Sense.

The wheelmen of Salt Lake City, or at least the majority of them, regard Hartenstein's bicycle ordinance, passed at last Tuesday's Council meeting, as a ridiculous proposition from more than one standpoint.

Headed by Charles L. Berry, president of the Opal club, about twenty-five well known bicyclists swooped down upon Mayor Thompson in his private office shortly before noon today and made a demand of his honor that he veto the measure. Chairman Berry presented petitions signed by no less than 1,391 citizens protesting against the ordinance and asking the Mayor to disapprove it.

Prior to waiting upon the city's chief executive the wheelmen held a caucus in the ante-room of the Council chamber where it was decided, upon motion of N. Y. Schofield, to ask the Mayor to use his veto power. George A. Smith thought this would be too dangerous a course to pursue. He believed the Council would pass it over the Mayor's head, anyhow, and he favored trying to get the Mayor to recommend a reconsideration of the matter. The majority, however, wanted to hit straight from the shoulder. They knew the measure was "illegal," "unjust," "too sweeping altogether," "class legislation," and wanted it killed outright. Chairman Berry assured Mr. Smith that he need have no fears about the Council. "We'll take care of those fellows," said Dr. W. F. Beer.

"I am reliably informed," continued Mr. Berry, "that President Buckle, the two Howes, Fernstrom, Beatty, Reid and Whittemore, will vote to sustain the Mayor should he consent to veto the ordinance. Now, as it will take two-thirds of the members of the Council to defeat the Mayor, I would like to know where those who hope to see the bill become a law are going to get off at."

"In the middle of the road," suggested August Stein.

Dr. Beer referred to that portion of the ordinance prohibiting the carrying of children on a wheel. He said that a great many families had passed such a law, but it was in cases of children whose backbones were too weak to support their heads.

"Then that will include the majority of our Council members," said George A. Smith, "for to my certain knowledge most of them have but little backbone."

This remark brought out a hearty laugh and a "yo-yo" bet. In a school Mr. Stein said the ordinance in its present form prevented a man from taking his child in a buggy.

There were further criticisms of the measure, after which Chairman Berry laid the way to the Mayor's office. The delegation was cordially received by Mayor Thompson and Secretary Eichenor, and after all were seated Mr. Berry presented the petitions and a resolution drawn up by the delegation.

May setting forth their views and suggesting the kind of an ordinance calculated to meet all the requirements. Mr. Berry said the ordinance passed last Tuesday evening was not in every particular. The district embraced was altogether too large. The trouble was with the scorchers, who represented but 5 per cent of the riders of wheels; but he wanted it understood that neither he nor his colleagues had the least bit of sympathy with this class of people. He thought the bicyclists were entitled to some rights and they were there to demand them. "We are in for any kind of an ordinance," he said, "that will protect pedestrians and at the same time 'down' the scorchers."

Remarks of a similar nature were made by Mr. Smith, of Z. C. M. L. George J. Smith, Dr. Beer, N. Y. Schofield, Principal McKay, of the Lowell school, and August Stein, at the conclusion of which Mayor Thompson said he would give the matter due consideration.

Mr. Schofield said the ordinance in its present shape was clearly and flagrantly a violation of the rights of wheelmen. He favored a stringent measure to put down "scorching," even going so far as to suggest the confiscation of "scorchers," wheels and a sale of them at public auction.

Prof. McKay said he favored an ordinance that would protect wheelmen and pedestrians alike.

Mr. Stein predicted that in the event of the ordinance becoming a law wheels would be hung up on the weeping willow tree for at least eight months during the year. This meant that boys and girls working in stores and getting small wages would have to spend all they earned in street car fare.

It was stated that out of the numerous people employed at Walker Bros., Auerbach's and Z. C. M. L. fully 75 rode wheels.

Dr. Beer said the ordinance made it unlawful for invalids to be ridden on the sidewalk, or for little children to ride bicycles. He ventured to say that he attended as many cases of accident as any physician in the city. In the whole course of his experience he found but few cases that were the result of reckless riding of wheels on sidewalks. Whenever one occurred, however, a big rear always went up. People talked about it; the newspaper reporters would write columns about it and the Council would come out with other ordinance prohibiting riding on the walks.

If a person happened to get run over by a horse and buggy very little attention was paid to it. It was regarded, by some people as the visitation of Providence, and the too frequent reckless driver was allowed to depart in peace and hunt up another victim. He thought the city should first construct the proposed pathway and then make the street where the path was laid a prohibited district.

He also thought that the ordinance should provide a penalty for anyone found driving a cart, dray, buggy or vehicle on the bicycle path. As the ordinance was now the wheelmen at the mercy of people who choose to block the road whenever they took it into their heads to do so. If the bicycle happened to go on the sidewalk it would be fined, but what was going to be done with the person who drove his rig over the bicycle path? The ordinance made no provision of a contingency of this kind. This was another instance wherein it was decidedly unfair, the bill all the way through, for that

LADIES WHO HAVE BABIES

Have you seen our Folding Go-Cart?

If not, call on us at once and see it. You can go to town on the street car and carry it under your arm. You then unfold it and wheel your baby around—either sitting up or lying down. In two prices—\$5.00 and \$5.50.

Our Wall Paper and Decorating Dept.

Is well equipped with both material and men. We will be pleased to give estimates for all kinds of interior decorating. We have experienced artists, who will give you any information you may desire in this line.

H. DINWOODEY FURNITURE CO.



THE GOOD HOUSEWIFE

Whilist busy with her spring cleaning, should remember that now is the time to exterminate Bugs, Cockroaches, Moths, etc. Our Japanese Powder, Liquid Insecticide and Camphor Cakes will do the work effectually. For sale only by the old reliable

Godbe Pitts Drug Co.

SALT LAKE CITY.

ST. LOUIS STRIKE ON AGAIN

It and the Boycott Go Into Effect Tomorrow Morning at 5 o'clock.

The Transit Co. Said to Have Broken Its Agreement—Pres. Whitaker's Letter Very Unsatisfactory.

St. Louis, July 9.—Two thousand five hundred members of the Amalgamated Association of Street Railway employees of America met in the West End Coliseum today to discuss the advisability of resuming the strike on the lines of the St. Louis Transit company, recently declared off after two months' duration.

Chairman Edwards, of the grievance committee, presented a list of specific cases in which the committee alleged that the company had violated the agreement of July 2nd by employing new men since that time.

Harry A. Bryan, national organizer of the order, said:

"By the manner in which the street railway officials have broken their agreement it is patent that their words are unworthy of belief. You men here hold the keys to the situation. It is for you to say if you want to keep off or is it for you to say if you want to declare it on again."

A motion was made to declare the strike on again. Before the motion could be put, however, Chairman Edwards was called out of the meeting and J. P. Wilson forced his way to the platform and spoke. He said that after reading the company's statement Monday morning he went to some of the heavy Transit stockholders and asked them what the company intended to do. He declared that some of these stockholders asked President Whitaker over the telephone what the company's intentions