DON'T WANT THE UNION STATION

People Residing on Fourth West Street Will Fight the Railroads.

MEETING CALLED TONIGHT.

A Claim that the Station Will Depreciate Value of Property—Objects to Whistles and Bells.

Residents of Fourth West street seriously are determined to do all in their power to prevent the railroads from securing the proposed Union Station frontage on that street. A meeting has been called for tonight at the Wasatch Presbyterian church for the purpose of protesting against the move. The meeting is scheduled for 8 o'clock. It may be said that the protest will be directed West, are unanimous in the movement against the railroads. They claim that if the frontage is granted the value of property will be greatly depreciated. On the other hand railroad men believe that when it was announced that a Union Station would be constructed, property on Fourth West advanced 10 per cent.

The railroads already have a considerable interest on Fourth West. The Short Line's main track runs from North Temple to the north end of the station grounds, thence south and east from North Temple and then south. On the Oregon Western's new track extends from North Temple to Eighth South.

In the event of a station being made in the Union Depot and the Union Station provided, it would result in direct denial of passenger trains running on Fourth West. It is said that citizens of the people at present to be the most concerned by such matters of the Short Line. It is said that the railroad people care little or nothing for the rights of the citizens, and that the Union Station would be built with a view making all the noise they can during the night by running bells and blowing long and loud blasts on the whistles.

The people are tired of it, said a gentleman who resides in that part of town, and they intend to make an effort to put a stop to it.

They are about to give signal to the Union Depot proposition, and will not consent to any franchise granted requiring a suburban route.

CONDUCTORS' NEW SCHEDULE.

Santa Fe and Colorado Men Will Confer Over New Agreement.

The Santa Fe and Colorado and Rockies conductors will have a new agreement to submit to the managements of the two lines within two or three weeks. Yesterday the delegates to whom Saturday after said he would go out to learn the sentiments of the men. A special schedule will be submitted to the managements of the lines by meeting November 5th, and then the Santa Fe officials are to be notified that a conference at Topeka for that settlement. The new schedule was the subject of discussion at Rockies yesterday from last night and opinion was divided as to whether the proper time should be made in the Santa Fe or that every is dividing on the time.—Denver News.

WOULD ABIDE IN DENVER.

Short Line Would Send Cripple Creek Owners Here to Reside.

"Many people in Cripple Creek are interested in the proposed short line to Denver," remarked J. Maurice Flynn, one of the prominent owners of the gold mine at the Brown, here last night, says the Denver News. "If the two roads build, Denver will be the seat of residence of many of the mine owners. The train would leave Denver at 8 o'clock in the morning and be at Cripple Creek at 11 o'clock. Returning the train would leave Cripple Creek at 2 o'clock in the afternoon and three hours the passengers would find themselves in Denver. The end would be one of the best money makers in the state."

DIRECTORS DID NOT MEET.

Belief is General that the Short Line Officers will Remain Here.

Contrary to general expectation the new boards of directors of the Union Pacific and Oregon Short Line did not meet last week and it is not yet known just when they will meet.

It can safely be stated with considerable degree of assurance that the Oregon Short Line offices in Salt Lake will not be moved to Omaha, and that no such action was ever contemplated by the railroad officials. The fear that the offices would be moved is being disposed of, and it is the belief of the officials of the public generally.

REAR END COLLISION.

Night Wreck at Ogden Hot Springs—One Man Injured—No Delays.

Yesterday there was a rear-end collision on the Oregon Short Line at Ogden Hot Springs. A freight train ran into a freight train, but happily there was no one injured, and there were no delays. The freight train was at the Springs and the other coming from the north ran into it. Elwood was in the locomotive of the latter engine and he was suddenly knocked to the floor. The train came into Ogden without a mishap, and the damaged locomotive and wood was left at the Junction city where its injuries were attended to.

B. & O. HOLIDAY RATES.

A Total of 8000 Will be Delivered Within the Next Six Months.

The Baltimore & Ohio railroad has placed an order with the Pullman's Palace Car company for 8000 tickets and with the South Baltimore Car works for 1,000 box cars. The new orders to be added to the 7,000 cars, 50 and 40 standards.

This makes a total of 8,000 box and 1,000 cars to be delivered within the next six months.

RAILROAD NOTES.

From Denver to thirty passengers are carried to Salt Lake each day.

President A. W. McCrea of the Illinois Pacific has departed from New York.

Next Sunday the Oregon Short Line will run an excursion to Tooele and Mercur.

F. P. Shelby, general manager of the Pacific & Idaho Northern, was in the city yesterday.

J. H. Bennett, auditor and traffic manager of the Denver, Northwestern & Pacific, has been visiting in the city for a few days, and left for Washington yesterday.

Utah, Idaho, Montana and Wyoming are attracting the attention of passenger agents of the Chicago, Milwaukee, Minneapolis, Fort Jackson, Bridge and Terry station hands are enumerated.

C. A. Walker, general agent of the Chicago & Northwestern, who has been down with the Denver Press Club, left Utah last night and will probably not for here concerned.

STILL KNOCKING.

Suburban Residents Take Another Preliminary Step Today.

Twenty-five residents of school district met the following petition to the board of county commissioners this evening. The undersigned residents of that portion of the 40th school district lying between first, second and fourteenth, having the right and capacity of our last Utah twenty school children of school age residing within the above boundaries of the 40th school district, most respectfully petition your honorable body to divide into two districts, the line to be established as follows:

Commencing at the intersection of the west side of State street with the 40th south line of said school district, thence running west on the west side of said State street to the center of Eleventh South street and East Bench street, thence east on the south line of Eleventh South street to the west line of Fourth East street, thence south on the west side of said Fourth East street 10 feet to a point due west of the intersection of the south line of Twelfth South street and Fourth East street, thence east on the south side of said Twelfth South street to the east line of said school district, thence south line of Twelfth South street 1000 feet west 2000 feet to place of beginning.

The other congress the commission of 40 is also petitioned.

Under authority of section 2700 (page 475) Revised Statutes of Utah, 1898, and in accordance with the petition of an incident to said division, to equitably apportion the existing school property between the two districts, the undersigned have already voted, to the respective portions of the district so divided, in proportion to the number of children of school age in the district, and we request that the board of county commissioners may respectfully use that this division is necessary in the portion of the district now above described, and that the board of county commissioners may order a division of said district into two districts, and that the board of county commissioners may order a division of said district into two districts, and that the board of county commissioners may order a division of said district into two districts