ANXIOUS TO SETTLE.

A Protest From Prominent Citizens Against the Heavy Sewer Tax.

Residents in sewer district No 1 will anxiously await the action of the City Council in the matter of the following protest on file in the recorder's office, signed by J. R. Walker and others:

"We, residing in sewer district No. 1, call your attention to the fact that up to the present time we have not been connected with the sewer. There seems to be a misunderstanding of the matter somewhere. We have always been and are now ready to pay the sewer rate as we heretofore paid when said sewer was built, that is, at the rate of two per cent. on the valuation of the property at that time. We cannot see the justice of charging us at the right to connect under those conditions. When said sewer was built we contributed largely to that end, having property in the district, and some of the signers herein fronting valuable property north of our residences, said large sums of money for said construction. As a business proposition we are very unfair to tax us on property in said district No. 1 north of our residences when the tax amounted to a large sum and now on our residence property when it does not amount to so much under the old assessment to adopt a new method of levying a tax. It is a greater sum. It has been intimated that if we pay at the rate of 2 per cent. per square foot we should be allowed to connect. All the blocks 39, 40 and 41, and Washington avenue, owned by the city, are the blocks which seem to be prescribed and cannot be permitted to attach without a new rule, law or something unjust. It would be unjust to attach other blocks. These blocks are in sewer district No. 1, and cannot be taken out; possibly, on a technical ground, they might be called something else. As an illustration of our case, if we pay 2 cents per square foot, we should then have been said to connect, as in front of our lots the laterals and lats-outs are on land opposite our residences. None of the residents on blocks 39, 40 and 41 are already connected, and this was done before it was thought about applying a new rule, when under the original assessment these blocks would amount to several thousand dollars, and the city but little more than the paper on which the order would have been written to allow us to connect. We feel sure that in equity and your good judgment that justice will be done to us, and an order issued whereby connections can be made from our houses to the laterals at the present valuation or assessed values of the time that the other block in said district No. 1 were taxed.

"The above statement is the same as we take unto the committee on sewers as per last communication. As far as it came to our knowledge it was referred to the council. We are anxious to have the matter settled and to make a connection with the sewer, as the health of our families demand that we should have water under control of the spring of sewage no better than cesspools on our various pieces of property, and we deem it best to address this petition to your honorable body that immediate action can be taken upon the same as we firmly believe that on mature deliberation you will see the justice of our case and grant our request upon payment of per cent. assessment on the valuation at the time the sewers were built. On examination of the plat of sewer district No. 1, it will be seen that we are entirely surrounded by the sewers and are in sewer district No. 1, as previously stated."

Shavings from Snowville.

Sheepmen are moving from the old winter camp ground to eastern summer ranges.

Some of the farmers have been putting grain in on the beach land; the bottom land is too wet.

We have had a larger enrollment in our district school this winter than for a number of years. Forty-four children have now their names on the school register. Three weeks more will end our third term. Then comes the "low down" and the exit.

The fiftieth anniversary of the ladies' society was celebrated in the usual manner by the sisters of Snowville in fine style.

Secretary E. Goodliffe read an address of welcome, also a synopsis of the Relief Society of this ward and in general, which had been prepared by President Mary Goodliffe, Counselor William Hurd, Bishop Arnold Goodliffe, President Mary Goodliffe, First Counselor Ellen Robbins, Second Counselor Mary E. Hurd, Sister Jane Robbins, president of the Primary Association, Secretary Esther Goodliffe and Treasurer Fredrica Petersen, having declared interesting sketches.

Bishop Arnold Goodliffe offered a universal prayer.

Benediction by Counselor Joseph Robbins.

At the close of the services, during which the selections were rendered by the choir, luncheon was partaken of.

At 2 p.m. the Primaries met in the assemblies and rendered a very creditable program, consisting of songs, dialogues, recitations and speeches. A short dance followed. The Snowville Harmonic band then hooked a prancing steed to the city omnibus and marched in front of the hall. After countermarching on the grounds in front of the building they formed in single file and "marched and sang" to the tune of "Do You Think These O God for a Prophet." A lunch followed.

In the evening the adults had a dance, the choir being a prominent feature. At 1 o'clock the party was dismissed.

"A. RICHARDS."

SNOWVILLE, Box Elder County, March 21, 1892.

Sad Death of a Young Man.

Bland Bishop, a young man of twenty, who has been employed as a shepherder for the last three years, and who has of late been working in that capacity for Mr. Waller Group, of Draper, was taken very ill on the evening of the 2nd inst. Upon returning home from work thirsty, one evening, he drank freely of snow water which had been melted in a tomato bottle. Two hours later he felt sick and vomited. This went on all night, more or less. Despite all the efforts of his friends he gave his life to expiate the 16th inst., after much suffering. The deceased was an estimable young man and a faithful Latter-day Saint. The Relief Society, on account of the funeral the day previous to their Jubilee, simply held a religious meeting in the forenoon.

M. J. C.

A WRECKING TRAIN.

HOW RAILROADS OPEN THE LINE AFTER AN ACCIDENT.

The Train Is Made Up of a Locomotive, a Derrick Car, a Box Car with Heavy Appliances, and a Tool Car—These Cars Contain Everything Needful.

"Accident to train No. 19, engine 46, Engineer A. Jones, Conductor L. Watson."

It is a dispatch like the above that the superintendent of a railroad division may have provided a most careful system of signals, may have perfectly trustworthy engineers and competent switchmen; yet, despite all this, smash ups will occur, trains will collide, tracks will be blocked and traffic stopped sometimes for hours, sometimes for days.

It is to prevent the stoppage of business that every railroad keeps on hand several wrecking trains which are ready at a moment's notice to go to any part of the system, clear away wrecks, temporarily repair the line and to get engines and cars to sufficient good order to reach the repair shops.

The moment a wreck occurs the telegraph operator at the nearest station sends a dispatch like the one above, followed by numbered orders to the following operators, which are copied on a blank at the superintendent's office:

1. Clear of accident.
2. Wreck on main track.
3. Wreck on second track.

4. Is train in or on the main track?
5. Is a derrick car in readiness to go to the wreck?
6. Is a wrecking train in readiness to go to the wreck?
7. Is the track or bridge damaged? What portion is washed out?
8. How many cars are loaded, and what kind of loads are they?
9. How many cars are empty?
10. Is there room for more cars on the siding?

This is made out in full and signed by the conductor.

HOW AN ACCIDENT IS REPORTED.

Supposing it was a freight train that was wrecked. If it burned wood, and on account of a broken rail the train was thrown down the bank, and box cars and "cars" were piled up on both tracks. The conductor would fill out the blank, and when received by the superintendent would read something like the following: Engine 46—Engineer, dead; fireman, Watson, jump; Baggage, broke; mail, broke; express, broke; engine still; 4 cars, 4 cars; 8, 10, 7, working train; 8, 5 cars on the bottom; 9, yes, slightly; 10, seven; 11, five; 12, four; 13, eighteen; 14, eighteen.

As soon as the dispatch arrives at the office a spare engine is attached to the wrecking train, a gang of men are hurried aboard, the conductor gives the signal and the train speeds away to the scene of the disaster.

The train is made up of three cars, the first a flat car with a small and powerful derrick and a few spare rail lengths. Next behind comes a box car well loaded with tools for bridge and track repairs. Some portable forges have been stowed in, too, from engine or tool house.

In the same end is an ample supply of large and small hawsers, chains and extension worms to protect pedestals, frogs, truss rods and cranes.

The tool car is last, and this indeed is a most interesting car. Some are divided into two or three rooms by partitions running from side to side at different points in the interior. In the center or compartment of one room the tool car, where the wrecking crews when in transit, is a cooking stove and all utensils connected with a range, and here by is a small pantry in which is stored a big supply of canned meats, coffee and sugar. In another room is a heavy mess table for the foreman's room with desk and all material for writing and the keeping of reports, telegraph machines, instruments and electrical supplies.

The latter cars are known as handy at the wreck. Wires are carried up from the car top to one of the railroad wires connected, and the latter is in communication with the whole railroad system.

A CONSTANT EQUIPMENT.

Everything which experience has suggested as likely to be brought into use in removing derailed cars and freight is to be found in these cars. Along the sides are a score or more "jacks," some of them so powerful that a single man can lift an engine or several cars, and anything weighing from 1,000 pounds to twenty tons; there are also wrenches, rope, lanterns, axes, saws, hammers, light and heavy crowbars, turtles, drills, ratchets and numerous other appliances. Some new appliance is hereby added every time the train goes out, and all new things introduced in the work are added as soon as they are out.

It is very seldom that any tool is called for during the work upon a smashup which is not to be found in the inventory of the car, all of which are accounted for by a man who keeps a record of every piece taken out and returned.

Upon the arrival of the train at the wreck the wrecking foreman takes charge of an experienced lineman and foreman. With startling rapidity the wreck is straightened out. The locomotive attached to the train is available to help pull apart in case any hauling is to be done, and if the cause of the wrecked train is understood and on the "steel," it, too, can be brought into similar use.

In the handling of costly passenger coaches careful work is required; while in the case of overturned locomotives, which weigh from thirty-five to eighty tons, the work of righting and replacing them on the tracks is no small job.

Oftentimes a few hundred dollars will cover all damages for what looks to a novice like a wreck involving a host of thousands of dollars. In most cases wrecked coaches and freight cars can be repaired at a comparatively small expense. Locomotives can also be assailed on the subject to quite as cheap rates, or only to comparatively slight damage.—New York World.

The Heart Beats Eight Hours Every Day.

That wonderful pieced mechanism, the heart, appears to work continually day and night, from birth to death, but in reality there are short pauses or rests between each beat, which, though minute in themselves, amount up to the aggregate in the hours out of every twenty-four. These short pauses enable the heart to repair the waste which constant work entails and without which rest it would break down.—Brooklyn Eagle.

PONY SHELDONS.

The Experiment as a Race Was Not Made Pecuniarily.

A correspondent of The Rural New Yorker has received from a successful pony breeder, Mr. H. C. Jackson, Jr., much information about the breeding of pony racers. The correspondent asked: "The facts of 125 acres on which Mr. Jackson resides was first occupied by his father in 1818. The farm engaged in pony breeding in Newtonard, 1870, and has been more than ordinarily successful in the business. He has on his place sixty-six ponies of the different breeds—Shetland, Welsh and Indian—and the problem crossing for them is a most attractive study."

At the head of the stud is Howland Jr., a full blood Shetland, imported in 1887, 42 inches high and black as a coal, superb in exterior conformation, and lacked in nothing to make a model pony. He is also high, and is a full blood Welsh. They are all of them breeders, and their get generally shows a good reputation. Whether of the three breeds do you like best?

"That depends somewhat on the use for which they are intended. If they are to be used by children exclusively and love drives are not a consideration, the Shetlands are the best. They are of different build and action from the horse proper, and the children can play with them, ride or drive them with equal safety, always assuming that they have been properly broken and trained. Of course any sensible person knows that a pony can be spoiled by bad treatment. While ponies are better drivers. Just look at this one. You see he is not fussy built, he is a miniature horse. He is taller by five or six inches than the Shetland breed, though less. He looks like a reduced copy of a standard bred trotter. I would match a pair of well developed Welsh ponies against any team of horses weighing 2,000 pounds for a fair drive trial. The ponies are very easily handled, and they would be sure to win. I have driven a team of ponies, half Shetland and half Welsh, harness mine to a common top buggy, between 11 and 12 m. in a rainstorm, and did not see a wheel. The ponies were only 12½ hands and were three years old.

"If breed pure blands can cross blends, always having a definite aim in view. The blends are rather large. I cross them with Welsh to fine them up and to some with to secure style.

"Do you mates the ponies eat your fares?

"To a certain extent. I cannot sightsee notes of salt mixture with a mess of bran and oats, and they are fond of it. I will that a horse would have eaten the mash as much for my grandmother as I put a pale to a cow have the appearance and manner of the lot. It was kinder work, time cutting spinach hay, but the little fellows soon got used to it, and they now fall off on a head hard trained. I have small carts, as you see, and with a pony, cart and harness, etc., I drive from a great deal. I have a standard bred trotting mare to feel with a Welsh pony. I have had a pony that was test for three minutes, and I think I shall succeed."

"What do you feed?"

"Chemically sound parts by measure of wheat, bran, cottonseed meal, oats. This flour have range a day; with a mixture feed of good sun-cutter, timothy or mixed meadow hay, as I have it.

"Ponies mature younger than horses. At three years they are generally well broken. At four years they are fit to work. At five years they are generally well developed, and at six years they are in their prime. They are long lived animals, and will live to be twenty-five years old. Their feeding period of six months the same were fed upon a mixture of ground rye, barley and peas. The following table shows the quantities consumed during each month for every pound of increase in live weight:

	Pounds.		Pounds.
First month	3.9	Fourth month	5.3
Second month	4.6	Fifth month	6.1
Third month	5.0	Sixth month	6.8

This shows the lowest cost of production was during the second month of the feeding period. Every pound of increase live weight during the third month cost 21 per cent more than during the second month, and the increased cost during each of the three following months over the cost during the second month were 36, 51 and 132 per centages, respectively.—New West Farmer.

Scotch Nation Sheep.

In Scotland farmers first clean up all the lanes, cattle and any manure in the fall and haul it out to where it is to be needed and depute it all together in a "middens" forty feet square and five feet high, and in the spring, and when the work has been finished the pile is covered with a foot of loamy soil and allowed to stand until May. When it is hauled out it is like soft soap and can be put in the cart with a spade.—J. Gazette in Rural New Yorker.

A Love Party.

A new mode of entertainment designed for luring betrothed lovers is called a "Love Party." The ladies all wear white gowns, the gentlemen white buttonnieres. White doves are suspended from the chandeliers, and white flowers and tapers reign on the many spread table. Hearts motifs meet are the order of the evening, and cupids of cream with sugar arrows the fete.

A Parrot That Spells Its Name.

A bright parrot is owned by the Misses Mixer, daughters of Benjamin Mixer, of Kingston. It says its letters from A to I, can sing a few verses and spells its own name, pronouncing it by syllables like a schoolboy.—New York Telegram.

Burlington Route.

When going East select the popular route, the Burlington. Two daily vestibule trains from Denver with dining and chair cars and Pullman sleepers attached, for Chicago, Peoria, St. Louis, Kansas City, St. Joseph, Atchison and all points east.

Union Pacific Excursion Rates to Kansas and Conference.

The Union Pacific railway will sell excursion tickets to Salt Lake City and return from all stations as far east as Ogden, north as far as Bingham Canyon, from stations on the Oregon Short Line and from all stations in Utah at exceedingly low rates, on account of the Sixty-second Annual Conference.

From all points south of Provo tickets will be sold from March 31st to April 6, from all stations north of Ogden from April 4 to April 6, and from all other stations from April 5 to April 6 inclusive. All tickets will be good for return till April 12.

Dr. Barrows, Dentist, Assist and Operates. Fiscellaire Block. Commercial Block.

The Utah Sanitary Surveyor Company Has removed its office to its new office in Hagar House. Take the Rapid Transit Street Cars marked "Calder's Park, Forest Dale, or 11th East Street." Post Office, Sugar, Utah. 4tf

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Send us your land receipt or the number of your entry, and the address where you wish to be notified, and we will attend to the matter for you. ADDRESS: CHAS. H. STANTON, Attorney-at-Law, Box 114, Washington, D. C.

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