House bill 105. The substitute provides that any city now existing in this state may retain its corporate limits or petition to writing, signed by not less than three-fourths of the electors residing within the territory desired to be detached, and not less than one-fourth of the remaining electors in said city to the city council thereof.

After considerable discussion, on motion of Mr. Thorup, further senate station was indefinitely postponed.

Mr. Morse moved to move more amendment, introduced House bill 105, which is as follows:

"Sec. 1. That all railroads and other transportation companies engaged in the transportation of passengers or property from any point within the State to any other point within the state are hereby declared to be common carriers and come subject to the provisions of this act.

"Sec. 2. All charges made for any service rendered or to be rendered in the transportation of passengers or property, or for the receiving, delivering, storage or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

"Sec. 3. Every railroad company shall have the right with its made to interest, connect with or cross any other railroad in this State, and shall receive, transport or carry such other's passengers, freight and cars without delay or discrimination.

"Sec. 4. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in charges or facilities for transportation of the same class of freight or passengers within the State, or coming from or going to any other state.

"Sec. 5. It shall be unlawful for any common carrier subject to the provisions of this act to charge or receive a greater compensation in the aggregate for the transportation of passengers or of the kinds of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance.

"Sec. 6. Every common carrier shall print the schedule of rates, fares and charges for the transportation of passengers and property which are to have upon its road, and shall post copies of all such schedules in public and conspicuous places in every department, station and office of such common carrier, where the same shall be accessible to the public.

"Sec. 7. It shall be unlawful for any common carrier to collect for the transportation of coal to carloads of not less than (10) ten tons and not more than the marked capacity of the car and rate in excess of one ($1.00) dollar per ton for any distance not exceed one hundred (100) miles, and for any distance in excess of one hundred (100) miles, a rate not to exceed one (1) cent per ton per mile, weight at the place of destination to be used in computing the freight charges.

"Sec. 8. It shall be unlawful for any common carrier to collect for the transportation of coke in carloads of not less than (10) tons and not more than the marked capacity of the car, and rate in excess of fifty (50) cents per ton for any distance not to exceed one hundred (100) miles and for any distance in excess of one hundred (100) miles, a rate not to exceed two (2) cents per ton per mile.

"Sec. 9. It shall be unlawful for any common carrier to collect for the transportation of any ore, regardless of value, in car loads of not less than ten (10) tons and not more than the marked capacity of the car, any rate in excess of one ($1.00) per ton, for any distance not to exceed fifty (50) miles, and for any distance in excess of fifty (50) miles, a rate not to exceed two (2) cents per ton per mile.

"Sec. 10. It shall be unlawful for any common carrier, after the passage of this act, to charge any greater rate or collect any greater sum for the transportation of freight or passengers between any point within the State than the rates or charges in force and effect January 8, 1896, for such transportation.

"Sec. 11. That any common carrier subject to the provisions of this act, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such corporation, who shall, or with any other corporation, company, person or party, shall wilfully do or cause to be done, or shall wilfully suffer or permit to be done any act, matter or thing in this act prohibited or declared to be unlawful, or who shall and or abet therein, or who shall wilfully omit or fail to do any act, matter or thing in this act required to be done, or shall cause or wilfully suffer or permit any act, matter or thing so directed or required by this act to be done, not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act or shall aid or abet any thereto, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court within the jurisdiction of which such offense was committed, be subject to a fine of not less than five thousand dollars for each offense and imprisonment in the county jail not to exceed three months for each offense.

The bill was read three times, referred printed and referred to the committee on railroads and commerce's carriers.

The House took a recess till 2 p.m.

AFTERNOON SESSION.

The Coal Mine Inspector Bill Causes Considerable Discussion.

In the absence of Speaker Dunn, Speaker pro tempore Moses called the House to order for the afternoon session.

PROTECTING COAL MINERS.

House bill 87, for the protection of the lives of coal miners, the appointment of a chief mine inspector for the State, and defining the duties of such inspector, and of mine owners, lessees, agents, operators, and prescribing penalties for violation of the provisions of the act, was taken up for third reading and final passage, with amendment offered by the committee on mines and mining, which was purchased in committee. These were the amendments on the minor of mines act, which was fixed at 18 years for male and none of the females desiring to labor in the mines, which they considered unwise.

Mr. Beard was satisfied a day or two ago to hear a member here to strike out the exciting clause and "for the information of men coming from the sheep district." Another clause and facts in support of the contention that a salary and settle was sufficient for the employment of a competent man as mine inspector.

Mr. Ferguson, of Carbon, said that the mine inspector would necessarily be a practical coal miner, and it seems that every proposition in favor of the building men is opposed, and the opposition has its source with the wealthy friend of the common man in the Republican party. [Mr. Harrison.]

Mr. Harrison said he had responded, since to allow traveling expenses "not to exceed" 10 cents per mile, and the amendment carried.

Mr. Thompson moved an amendment providing that the inspector shall have no work other than inspect, a fee of $3 per day and 10 cents per mile outer age, and pay the same into the state treasury.

The amendment was lost by a vote of 12 to 23.

Mr. Ferguson moved an amendment to reduce the salary of the inspector from $1,200, as provided in the bill, to $1,000, saying that amount was sufficient for the "best of mechanics" in mine inspector he can get.

Mr. Ferguson, of Carbon, stated that the salary of the state treasurer is the same of a county clerk, at the rate of one cent per ton, would amount to about $2,000, and he thought the State would well off at a salary of $1,200.

Mr. Harrison said he could see amendment of Mr. Ferguson.

Mr. Cummins said that the selection committee had fixed the salaries of the two mine commissioners at $1,000 each and they will be compelled to an office which would provide an inspector who was of service, and he thought the mine inspector should not receive more. He therefore offered an amendment that the salary be an amount fixed by law, having in mind the salaries bill. The amendment carried.

Mr. Irvine moved to amend section 10 relative to subsidies of a tax of $1 per day and mileage, which was lost.

The bill was then placed upon final passage and passed by a vote of 35 to 3, with 1 absent.

Ayes: Board, Bullitt, Bernabeel, Cannon, Cattle, Critchlow, Cushing, Cummins, Egan, Ferguson, of Salt Lake, Ferguson, of Carbon, Heiner, Howard, Irvine, Lafoon, Lemmon, Morrison, Morris, Moses, Maughan, Morrison, Mansfield, Nebeker, Parker, Pratt, Ryan, Sheridan, Thorup, Stevens, Spencer, Stewart, Sutton, Taylor, Thatcher, Thompson, Wallace, Wilson—35.

Nays: Messrs. Amoros, Nebeker, of Utah, and Thompson, of Millard—3.

House bill 183, amending Utah laws on the insurance commissioner, was taken up for third reading at press time.

Notes.

There were few spectators at the morning session.

The members today drew "Dutch—" on every account.

The highways and bicycles committee met after today's adjournment.

The committee on mines and mining met house this morning's adjourning of the House.

Ex-Mayor C. M. Brough, of Ogden, came down from the Junction late morning with Mr. Cummins.

Matters before the public lands committee will receive attention at 7 tomorrow evening, and the committee's report for the house meets at the same time.

A number of the members frequently indulge in tele-notes while another is making a speech, greatly to the annoyance of the speaker. Mr. Irvine is being to bear the remarks. Speaker Dunn is compelled quite often to command order.

OGDEN.

OGDEN, UTAH, MARCH 12, 1896.

Sister Tanner's Funeral.

Funeral services were held over the remains of Sister Margaret G. Tanner yesterday afternoon at the Second ward meeting house, which was filled with sorrowing friends. Bishop McCurdy presided. Elders C. F. Middleton, F. M. Lyman and F. M. Hammond and F. M. Richards delivered comforting remarks to the bereaved family and friends. Sister Tanner was the daughter of Thomas Harrington and Mary Drummond, and was married to Whipler Carter in January, 1849. Her death was quite sudden, she having only been sick three days. Her son, Nelson, is now in his home fleeing a mission in California.

Notes.

A crowd of dogs came in town in work on the Pacific days, and a large number of teams is being put to work on the ditch through Pole City.

A suit was filed in the third district court by W. C. Forwell to foreclose a mortgage for $1,200. Defendants are James Montgomery, Elizabeth Montgomery, Elizabeth Montgomery, F. F. Evans and Robert C. Evans.

Bank

President Isaac Lemp of Selma, Ohio, is highly respected all through the section. He has lived in Clinton Co. 71 years, and has been president of the Bank of Selma 10 years. Hood's Sarsaparilla is his family medicine to the users of Hood's Sarsaparilla, and when he says it worth attention, all from workers find Hood's Sarsaparilla peculiarly adapted to their needs. It makes pure, rich, and healthy blood, gives a good appetite, and builds up health and strength.

"I am glad to say that Hood's Sarsaparilla is a very good medicine, especially as a blood purifier. It has done us good many times. For almost years I suffered greatly with pain of

Neuralgia

in my eye and head, so severe, especially in cold weather, I had been acting as a school teacher for years and could not do my work. I tried many remedies, but found helpful in Hood's Sarsaparilla which I took at intervals, months, and I feel as if I could do my work again. I have recommended Hood's Sarsaparilla to several friends. I can say Hood's Pills to be the best family cathartic, and take pleasure in recommending them to all.—MRS. LILLIAN SALMON, Salem, Ohio.

Hood's Sarsaparilla

Hood's Pills

AGAIN FOR REVENUE.

Senate Still Hammering Away at the Finance.

MANY AMENDMENTS ARE MADE.

Senate Votes that the Partridge Taxing Clause Will Come Up Again for Discussion.

The State Senate held its second afternoon session yesterday in the Speaker's hall. The school months were Chandler, Barnes, Allison and Jones. Prayer was offered by Senator Bailey.

Senator H. G. Miller, by request, introduced Senate bill 219, providing for organization and government of drainage districts, to provide for the acquisition of canals, ditches and other property and for the distribution of water thereby for drainage purposes.

When Mr. Miller, of Weber, introduced a bill to authorize cities to locate municipalities of drainage from a common source and by the same system drain to drain same they may organize a drainage district by the petitioning of the majority of the county board of commissioners after the same has been published in some newspaper in the county. The board shall define the boundaries of the district and may locate other lands susceptible of drainage in the same way.

After having defined the boundaries the board shall call an election at which no person shall vote unless he be a freeholder and possess the other requirements provided thereby.

Two-thirds voting in the affirmative shall be a sufficient vote to make the territory organized as a drainage district and such officers as may have received the highest number of votes elected. For convenience, after organized, the district may be divided into election precincts with established boundaries.

Elections shall be held at the same time the next general election and biennially thereafter. Directors shall be not less than three nor more than five in number, and shall receive their precinct, necessary and incidental.

Drainage taxes may be levied not exceeding 2 per cent of the value of all property in the district and be collected as in the case of other taxes and when not collected shall become a lien on the property. Drainage tax shall be registered as other tax by the board of commissioners. All work shall be done by contract made with the lowest responsible bidder. Attorney to be appointed by the board of commissioners.

Senator Allison moved to the amendment to Senate bill 219, which is as follows:

"Sec. 1. That all railroads and other transportation companies engaged in the transportation of passengers or property from any point within the State to any other point within the state are hereby declared to be common carriers and come subject to the provisions of this act.

"Sec. 2. All charges made for any service rendered or to be rendered in the transportation of passengers or property, or for the receiving, delivering, storage or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

"Sec. 3. Every railroad company shall have the right with its made to interest, connect with or cross any other railroad in this State and shall receive, transport or carry such other's passengers, freight and cars without delay or discrimination.

"Sec. 4. No discrimination in charges or facilities for transportation shall be made by any railroad or other transportation company between places or persons, or in charges or facilities for transportation of the same class of freight or passengers within the State, or coming from or going to any other state.

"Sec. 5. It shall be unlawful for any common carrier subject to the provisions of this act to charge or receive a greater compensation in the aggregate for the transportation of passengers or of the kinds of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance.

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"Sec. 10. It shall be unlawful for any common carrier, after the passage of this act, to charge any greater rate or collect any greater sum for the transportation of freight or passengers between any point within the State than the rates or charges in force and effect January 8, 1896, for such transportation.

"Sec. 11. That any common carrier subject to the provisions of this act, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such corporation, who shall, or with any other corporation, company, person or party, shall wilfully do or cause to be done, or shall wilfully suffer or permit to be done any act, matter or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or who shall wilfully omit or fail to do any act, matter or thing in this act required to be done, or shall cause or wilfully suffer or permit any act, matter or thing so directed or required by this act to be done, not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of any infraction of this act or shall aid or abet any thereto, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court within the jurisdiction of which such offense was committed, be subject to a fine of not less than five thousand dollars for each offense and imprisonment in the county jail not to exceed three months for each offense."

The bill was read three times, referred printed and referred to the committee on railroads and commerce's carriers.

Notes.

The House took a recess till 2 p.m.

Senator Allison arrived in time to take his seat as the roll was called.

The Senate commenced its afternoon session with Senators Barnes, Chandler and Jones.

Hon. Wm. Paterson, of Nephi, Juab county, was a visitor to the Senate today.

Mr. Little S. Parker has made an excellent record as chief clerk of the Senate.

Senator Cardwell complied the code of the presiding officer in the Senate this afternoon.

The difficulty with the revenue bill that is now undergoing such an overhauling is in the fact that the state is not in a position to tax the property in the state as it is in the hands of the assessors, which is the case in nearly every county and village in the state.

Senator Sutherland's proposed amendments to the revenue bill were taken up with such rapidity this morning as to cause Secretary Lewis to exclaim, "I've a mind to write a letter to the Deseret News." He has been keeping in the "No" column. "No," said Secretary Chandler, "I'm not sure that I'm right." "You don't see it now, do you?" interrupted Senator Sutherland. "Well, I'm not the gentleman from Weber." "Well, I'm not the gentleman from Utah." "Well, I'm not the gentleman from the reformatory committee," said the secretary, "I don't think I do."

MINOR MENTION.

A "mystery" is one of Salt Lake's newest additions. It is an Commercial street.

A new brilliant is being put in at the Walker line, each corner to replace the one that has been leaking for some time.

The Primary conference will be held on Saturday, March 21st, in the Assembly hall at 10:30 a.m. There will be no other meeting. E. C. Cowen, President.

The Utah Kindergarten association, together with the officers of the Fourteenth ward Sunday school, are busy engaged in making all needful preparations for their party tomorrow night in the Fourteenth ward hall. They extend a welcome invitation to all their friends to join them in an evening's pleasure. The committee has been engaged for the occasion.

Tomorrow (Friday) evening, March 13th, Prof. George Q. Cotey will deliver his second lecture in the public lecture course of the University. Subject, "Society up to date." He will speak of the more recent developments of the speculative music." The lecture will be held in the laboratory building on First North street, and will begin promptly at 8 p.m. The public is cordially invited.

The regular meeting of the Mutual society of Utah will be held in the social hall of meeting on Friday, 13th inst., at 8 p.m. The program consists of an address on the Mormon Church, by Elder Joseph Jeffery; by Dr. F. A. Mountain, voluntary reports by members, and demonstration of the application of the "Y" dance and calisthenics. Members are urged to be present as the session will be an interesting one, and all visitors are welcome. A. E. Bronsdon, secretary.

Damage Suit Still On.

The damage suit of Leo Bonbinsky, jr., against Salt Lake City was continued in Judge Street's court this morning and has not been concluded at press time.

Bridgeman Has Gone.

A late issue of the Chicago Record revives the story of an unknown or lost mine in Utah, which, if it be true, ought to be in the hands of the world. The story is set about creating up a rich mining country, you see, is to be entering through a tunnel in a mountain, and a tunnel, long owned in company only conclusive view which will cut for hundreds and about every hour tons. In this way great wealth is sorted, to be yours.

But, as was said in the start of this instruction, you must know something about the mine and its history, before you can understand the story. Bridgeman, perhaps the mountain man, learned he had struck it rich, and in addition started for Salt Lake City one afternoon with a pair of various colors and sized stones distributed small in the canvas hunting coat which he wore. He walked the thirty miles to Helena, in Utah, and said on the time he had ever seen a millionaire and he wanted to show his indications to a capitalist who would be willing for all hands. He went about on a lot of one upon the car and remark as he took up the various stones: "This is some gold, and this is some silver, and in it this or paper, are this piece here has antimony and arsenic; this has a good share of sulphur, and this fill sin it indeed with tungsten, and I believe this rock shows as a reasonable price $1.00 in gold to the ton, and this may be worth more, and this is all on the wildlies. As the sugar surveyed and as he and his mining friends appointed their twelfth bar and he opened up the shelves and asphalt and coal tar and dissed on down, Bridgeman began to work against him. The judge was out in a building which was in course of construction near to hand and informed with mining friends of broken stone, lime and gravel, and when Dive was out mixing the lime and stone and the sellers fabricated the other stuff.

Dive was getting to the point where the walls appeared as one large bright and shapely mass, and the mining friends, the mining in his wealth of ore, he called in any and started with his relicans to the cast room. Hote Lainey and other prominent friends of Arizona and other and this was surprised to find he had to get his stones into the other pockets but both and his fat friends, which is a big bag of rags, but was per to an a large mass of Dive's ore. The latter was in hurry of an and he underwhelmed carry, the quarrels, designing at some length.

The motion was carried, 16 to 8.

The revenue bill was under discussion at press time.

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LITERARY NOTES.

Alice's Living Types Concerts, (or Red Letter of which the book relates), is a very popular book, which will be appreciated by all students of keeping track of the world's progress. The average reader is generally desirous of having a book of reference at hand, the publication of years, and this little compendia gives such reference in alphabetical order, and not by period, just to refresh the memory of the reader, and to save time. As far as we have perused it, Kay, care is to correct as to date. John H. Alice, 10 and 12 Tacoma st (East), New York.

During these months of extraordinary movement in foreign politics, the Review of Reviews has been a guide to large numbers in international affairs. Its editorial department for March discusses matters in Southern Africa, the Armenian question, the Cuban situation, the relations of the great European powers, and the most recent chance of the movement among the colleges for the arbitration of disputes, and contains a large portion of the Government of France and the Recent Changes, by Hilary Pirie-Gordon; a Review of Tennyson, by Lyman Abbott; a Review of Tennyson, by J. W. Russell, and a sketch of Cecil Rhodes of Africa, by W. T. Stead.

The array of magazines for March is large but among them Every Month must be said to be the most complete and attractive. The number is well filled with illustrations of an expensive character, and made as bright and cheerfully as any that ever thrilled the pages of a book. There is a display worth by the world-renowned Emile Wallowski, of Paris, a delightful setting of melody and pathos called the Bridge We Cross Day (Irwin's exclusive) New Hotel song has been transcribed in a twenty-six page number of the instrumental numbers, while Dear Dorothy, a serenade, is the first number in the book.

Hortia Alger Jr., contributes to the March number of the Wide Awake (Boston) a practical and suggestive article on Getting Started in Life, which is the series on that subject by the juvenile writers. Nelie I. Dugger, author of The Blues, continues the series of Editorial Talks With Young Students, and the managing editor of a leading Pittsburg daily shows what it is to be a newspaper correspondent in American editors. The usual department of the magazine are full of helpful hints for those engaged in literary work.

OBITUARY NOTES.

BENNETT'S FOUR SONS.

Died in Bear Pottersville, Morgan county, Utah, March 5, 1896, Benjamin Pope Bennett, aged 18 years, 8 months and 8 days. Born in Bear Lake, Idaho, to Benjamin Bennett and Sarah Ann Pope, Bennett, Bear Lake, Idaho, Bear Lake county, Idaho, Bear Lake county, Idaho, Bear Lake county