

shall charge same to the State school fund. This act was approved April 5th, 1896, but did not contain an emergency clause and became operative on June 5th, 1896.

The provisions of this last act, in reference to the payment of expenses of the State superintendent of public instruction and the payment of his salary and the payment of printing expenses and other expenses for the office of said superintendent, are repugnant to the provisions of chapter 128 above referred to in reference to appropriations, and the two cannot stand together. Chapter 130 having taken effect on June 5th, 1896, and being the later expression of the legislative will, it is my opinion that chapter 130 repeals, so far as it is inconsistent as above stated, chapter 128, and that it in effect appropriates and sets apart of the school fund a sufficient amount to cover expenses of the superintendent of public instruction, his traveling expenses, printing for his office, clerical and other assistance, contingent expenses and for postage and that the State superintendent should verify an account of his expenses and when the State board of examiners has passed upon and certified same to the State auditor, it would be your duty to issue a warrant to the State treasurer for the amount so certified by the State board of examiners, and for one-fourth of the superintendent's annual salary; that your warrant should specify the services for which it is drawn and that the same is payable out of the State school fund.

Very respectfully yours,
A. C. BISHOP,
Attorney General.

"PIONEER" OF OGDEN.

The otherwise very enjoyable trip of the Salt Lake business men and others to the Pioneer Electric Power company's works in Ogden canyon Wednesday was marred by an accident which occurred about 2 o'clock Wednesday, at Wilson's saw mill about five miles up the canyon.

The party had visited the head of the canyon and had closely scrutinized the work going on there, after which they proceeded on their return journey to the city.

On reaching Wilson's saw mill the party alighted from their carriages and began to enjoy the beauties of the landscape which at this point are especially grand, the mountains rise on either side of the river like gigantic walls turreted with projecting boulders. The river occupies a narrow space at this point. Near the mill there is a track about 300 feet long which scales the mountain up to the tunnel, which is 700 feet in length. This is the longest tunnel of the great enterprise. The cars operated on this line are drawn from the river bed to the tunnel by horses, and on the return trip the cars are controlled by brakes.

The party to fully appreciate the romantic decided to enjoy a flying ride in the cars from the mouth of the tunnel to the river. The first car ride was made in safety. In the second attempt the accident referred to occurred.

The car party was composed of Col. N. W. Clayton of Salt Lake, Adjt.

General John Q. Cannon, W. N. Hansen, deputy county clerk of Weber county, Geo. M. Hansen, city editor of the Ogden Standard, Miss Edith Ashmore, city editor of the Ogden Press, F. E. Browning, of the Ogden City council, Councilman Geo. W. Jones, of Ogden, I. N. Welsh of the Utahman and Clem Schramm, a well known Ogden druggist.

The car had scarcely left its moorings when the brake attachments gave way so that the speed of the vehicle could not be controlled, and the car shot along the rails at a terrific speed. The hillside at this point bears an angle of about 75 degrees. The onlookers were horror stricken and were almost rooted to the spot with fear. They saw the car fly to apparent destruction and they were powerless to aid in the slightest. The car struck the ground with terrific force and precipitated Mr. Schramm to the rock covered ground near the river's edge.

Dr. Dalby, a Salt Lake City physician who was with the party, hurried to the injured man's side and found that one rib was broken and the spine injured. Mr. Schramm was made as easy as possible.

Strange to relate, the other members of the party were not injured beyond a severe shaking up, with the exception of Mr. Jones, whose injuries were slight.

The pleasure of the trip was of course marred by the unfortunate accident, otherwise it was a most enjoyable affair, the party going into ecstasies over the gigantic scheme whereby the waters of the great canyon are controlled and their power chained and made subservient to the use of man. Words fail to express the magnitude of the concern; in contemplating one can only say "It is great." The party from Salt Lake comprised about forty persons among whom were Presidents George Q. Cannon and Joseph F. Smith, and Apostle Franklin D. Richards and thirteen of the Salt Lake City Council.

The entire party of visitors were dined at the Power company's eating house in Ogden Canyon at 2:30 p. m. They expect to arrive here early this evening via the Union Pacific, the Salt Lake guests are loud in their praise of the management of the Power company, for the courtesies extended, and the Ogden people in general, and they are thoroughly delighted at the day's out in a part of nature's wonderland.

The trip to Ogden by Salt Lake Wednesday was one which will be long remembered by those who participated therein as one of the most pleasant days of their lives; as a day in which they gazed in wonder and amazement upon an enterprise so grand and mighty in its proportions as to make the eye almost doubt that which it beheld and to bring forth from the lips of those assembled expressions of wonder, gratitude and joy that there were men in this community who had the pluck, the energy, the nerve, to undertake such a gigantic and wondrous work at such an enormous expense as that which is now being prosecuted in Ogden canyon by the Pioneer Electric Power company.

It is an engineering project second

to none in all America, this statement being made in full cognizance of the fact that the great Niagara has been harnessed and chained and made to turn the wheels of manufacture and commerce. Nature made Niagara what it is and gave to it that force required, but the project now under way in this the infant State of the Union, had to be made what it will shortly come to, through the most thorough engineering skill, coupled with the push and enterprise of the promoters. To say that it is a cause for wonderment is but feebly expressing the truth, as no tongue can tell, no pencil can portray, the great magnitude of the proposition; it has to be seen to be appreciated.

The ride up Ogden canyon is delightful, being made so by the crisp mountain air, the solid and substantial roadway, together with the beauties of nature which are seen in craggy peaks, grassy plateaus and rippling mountain streams, as carriages make their way on up towards the head of a canyon grandly picturesque and shaded but very little by the famous Grand canyon of the Colorado. It is a ride which inspires ennobling thoughts and kindles in the heart a love for that which so often is seen but which is so little thought of and appreciated. From the mouth of the canyon to the point thereof, where the great power dam is to be erected, is, by the roadway, a distance of about six miles.

The dam which is to be built at this point is one of the most important branches of the great undertaking. It will stretch across a portion of the canyon, a distance of 400 feet, and will be 93 feet thick at the base and 16 feet at the top, with a sufficient height to throw the water of the Ogden river on a level with the highest peaks in the canyon and make of the country lying east of the great water barrier a veritable lake extending to Huntsville on the east and Eden on the north. This will make of the eastern section of Weber county, a summer pleasure resort unequalled by any in the whole western country. The lake will afford an excellent opportunity for the sportsman to find pleasure in wielding the fishing rod, as it will also cause a migration of ducks and game thither to make delightful the sojourn thereabouts of the man with the rifle and shotgun. The dam will be built at a cost of \$250,000 and will be placed on a foundation of solid bed-rock, over which will come on a steel frame, a substantial, impenetrable and immovable mass of masonry. Fears of the bursting or giving way of the dam have been expressed, but the promoters propose to make it as thorough and substantial as human skill can do, thereby guarding against any and all possibilities of its giving way. The exact plan of the dam has not yet been decided upon, the company now having in hand three plans, from which the best in the judgment of the nation's most eminent engineers will be selected. It is thought to have this work completed by the spring of '98, but in the meantime a temporary dam, strong enough to allow the generation of sufficient electricity to meet the present demands, will be put in, the work on this to commence the beginning of the coming week.

From the dam down to the mouth