DASHED TO SUDDEN DEATH.

A. J. Allen Killed in Soldier Canyon, Carbon County.

Wheel of His Wagon Struck a Rock—He Was Pitched Forward and His Neck Was Broken.

Special correspondence to the News.

HUNTINGTON, UTAH, JAN. 29, 1896.

A lamentable and fatal accident befallen one of our citizens and beloved citizens, A. J. Allen. On Monday last, about 2 o'clock, our quiet and peaceful town had the alarming news circulated that Elder Allen had been killed and his body would be in this evening. Brother Allen was first counselor to the Bishop in this ward and a very estimable man.

Sunday night about 11 o'clock in Soldier canyon, sixteen miles from Price, Carbon county, he, in company with others, was coming down canyon, and within a few hundred yards of where they were calculating to camp for the night; all at once the wheel of his wagon struck a rock that was close to the road, and his team being on a good trot, it threw him from the wagon again at another rock, and he was instantly killed. The road at this place is very slippery and he could not get his rough locks to do any good and when he struck this rock he was thrown from the wagon with such force it broke his neck. The front part of his head was knocked in and part of his brains was exposed on the rocks; his face was very much disfigured, so much so that he was unrecognizable. The news of this sorrowful event threw a gloom over the town.

Today the services were held over the remains. Elders Wm. Cowley, A. E. Weir, H. T. Hallenbeck, S. S. Young, J. W. Nielson and Hans Johnson, all paid a high tribute to the character of the deceased. He was 39 years of age on December 20th, 1895. He leaves a wife and five children, besides many relatives and friends. He was a son-in-law to Charles Pulsipher.

OTHER ITEMS.

The weather is very fine and has been all this winter, hardly even enough to cover the ground at any time up to date. Of course it is very agreeable to have such weather right now, but it may not be so much to our liking in August. But we are willing to save it to him who does all things well.

A few days ago our town was surprised by a display of musical talent, by the brass bands of the town, through an arrangement started, I believe, by A. P. Johnson, (manager of the Huntington band). At about 11 o'clock the bands from the different towns began to make their appearance in town and about 12 o'clock they has marshalled themselves into line, and with two wagons fitted up for the occasion they treated through. I assure you the wind blew, for the space of two hours, more than common; and after they had showed the town they repaired to the hall, where, during the remainder of the day and until midnight, a program was carried out. It would be well if more such occasions would be brought about, for I believe such action will have a tendency to unite the people, and we know there is room for that.

V. D. CRAIG.

North Ogden Notes.

NORTH OGDEN, UTAH,
Jan. 31, 1896.

To the Editor:

Our home dramatic association last Thursday evening presented Foiled to a packed audience for the benefit of Elders Alma Montgomery, R. E. Castelain, R. E. Rose and David Randall, who leave on missions in the near future; Brothers Montgomery and Randall for Great Britain and Brother Castelain for the Southern States.

Residents of this part of the valley are concerned with the new dry ground and spring like sunshine, but fear it betokens a relapse into winter weather when spring should be more desirable.

Our ward organizations are all in perfect working order and the officers are endeavoring to encourage industry in the members thereof. Elder William Palmer delivers an interesting lecture before the Y. M. M. I. A. on the 22nd inst. Our Sunday school, under the management of Brother J. W. Rich, is now using a good work; the school numbers nearly four hundred, graded into four departments having the Childhood Library as five graduates from Provo and Weber Stake training courses.

We have a civil government class organized and in working order with B. F. Blaylock as president. Our district schools working good work under the management of H. B. Arnold and Maude Daniels, the latter with an enrollment of over two hundred. We have a large school building costing over six thousand dollars; yet we are under the necessity of building again soon to accommodate the increasing population.

B.

A Word for the Railroads.

The following communication was written for the NEWS many months ago, when there was quite a newspaper controversy regarding railway affairs in Utah, growing out of a conference of the managers of the two important lines, who met in this city to discuss matters pertaining to the interests of their respective companies, and concerning which widely diversified rumors of increased and exorbitant rates, discriminations and combinations against other lines prevailed among shippers, who were ill at ease. It was written with a view to counteracting a spirit of fairness on the railway situation in Utah as it had been and was. It never left the writer's possession, however, until a day or two ago; when it was handed to him for remark that perhaps present circumstances would justify an explanation or at least a statement of the local railway situation. The NEWS believes in a fair hearing all round, and therefore gives place to the communication with pleasure:

The completion of the overland line across the continent, universally regarded as the consummation of the most daring enterprise the world has ever seen, brought Utah in close communication with the commercial world, and invited the attention of capital to her varied resources and attractions. It is urged, as it often has been, that another factor was neglected in favor of eastern or western terminals, it may also be justly said that the immense transcontinental traffic at first contemplated, the entire 42 per cent due once to handle it, while at the same time the almost untrodden country through which they lay offered no local business and it would not be created until the slow process of time made possible the settlement and civilization of that which to the minds of people then was thought to be currently termed "The Great American Desert."

The advent of another line into the Territory (projected, built, maintained and operated by intelligent western men), traversing from east to west the most fertile valleys and forming an important link in another transcontinental line, inaugurated an aggressive policy which marked a new era in the development of our resources and afforded its advantages of competition as necessary to prosperous communities. They neither asked nor received land grants or subsidies, but invested their capital in an enterprise which subsequently has grown from the very nature of the country it benefited, and expecting only the fair returns on their money which the Pacific roads of the localities they served received and to which they were justly entitled.

Has the attention of the two principal lines toward the varied and numerous local shipping interests in the Territory been characterized by that degree of consideration that is shown other municipalities similarly situated under the common carrier? It is mortifying that it has. Conditions which contribute to the advancement of cities are not always understood by the railroads engaged in the transportation of their traffic. Other cities more favorably situated geographically with respect to the market of the world, by attracting more productive territory tributary to them, and populated with an enterprising element, which draw the business of large areas to their doors, and railroads are frequently attracted by their growth.

Since the advent of railway competition in the Territory, at least one of the lines has never ceased its systematic, intelligent, attractive and aggressive advertisement of Utah. What assistance has Salt Lake City given in this another one work?

As regards the equilibrium in freight rates on the respective advance moves, it has been treated as investigation proves them to be. At the conference of railway representatives and the Chamber of Commerce held in this city in October, 1892, it was shown by a comparison of the tariffs that the class rates between Salt Lake City and points in the Nevada Hospital valleys, in a sparsely settled, mountainous country, were as high and some instances lower, than the rates charged in some portions of Kansas and Nebraska in a thickly populated agricultural district of the same condition, where rates are regulated by state laws and where the cost of railway construction is materially less. These rates have been still further reduced, as noticed recently in a morning paper. Within a year the rates on ore from Eureka to the Utah smelters have been reduced 33 1-3 per cent, while substantial reduction followed from Bingham, and these rates remain. The rates on wool and live stock from points in the Territory have not been advanced, but the tariff rates simply secured from the very low special rates which the railroads gave last June and under which these commodities were in-ved. The sheep men could only secure a material advance on their wool during the summer and were unable at that time to secure cars for their sheep which in former years were sold after shearing and trailed to eastern feeding grounds. The overstocked ranges would not support them, the feeds were pressing growth on their obligations, while the market for wool arrived on time, and these men were constantly compelled to force their sheep on the market regardless of the price, to satisfy the demands of the banks; and hay were moved at the lowest rates ever made out of Utah being $17.15 less than the rate charged until on every car that was shipped. To assert that the railway representatives did not know the existing conditions of affairs is absurd; and they could have taken advantage of the necessity to which live stock men were subjected, and, under the low tariff rates, were they so eager to grasp an opportunity to oppress the people in some form or other distributing what, have the community think, a rate once to be reduced and those who have benefited by it are but too ready to the one to every approach which tended to a reduction.

Finally, the condition of railway properties in the West is a matter of grave concern. Not less than 25 per cent of the railroads in the United States, with liabilities aggregating $1,000,000,000, are in the hands of receivers, or in other words under control of the courts. If the lines were not in receivership it is not reasonable to expect that capital will look favorably upon such a field for its investment? Already a check is evident in the east or other of eastern cities. Will the authorities of the people's court appoint a good director representing other and therefore representing other and therefore representing other and therefore