

its growing popularity may be cited the fact, that, while it opened its doors on September 2nd, 1890, with 22 students, the number had reached 140 at the close of last term. We have every reason to expect upwards of 200 students when the college commences its second year of existence next September. This institution will fill a long felt want of the Territory, and will be a great help in educating those who from lack of finances and opportunities have been unable to improve their minds. It will give them advantages which, if properly used, will place them on a level with their more fortunate eastern brethren.

The experiment station, which is a department of the Agricultural College, is receiving the hearty endorsement of the farmers of Utah and will eventually prove of great benefit to them. Every day we receive requests from all over the Territory for our bulletins, and we now have a list of nearly 5000 names—a list that is increasing rapidly every day. The prospects for the future success of both college and station are very propitious. J. H. WALKER.

LOGAN, Utah.

A RIDE ON THE R. G. W.

A ride from Salt Lake to Grand Junction over the Rio Grande Western reveals the fact that the road has been greatly improved in other respects within the past two years besides being changed from narrow to standard gauge. In very many places a new road bed has been made, avoiding the curves which formerly existed, cuts and fills at a heavy expense being made to take the place thereof. The unloading which occurs at Thistle, the junction of the Sanpete valley branch with the main line, renders the eastbound cars quite comfortable and roomy instead of being crowded as on the journey up to that point, shows the increasing travel to the granary of Utah, and perhaps also to some extent how the recent developments in the Marysvale mines are attracting people thither.

Shortly after yesterday's eastbound train had left Thistle it was discovered that two ladies and a number of children, who had arrived there just before on the train from Sanpete, intending to journey northward, had by mistake taken the wrong train and found themselves traveling towards Colorado instead of into Utah valley. One of the ladies was so overcome with grief on learning of her mistake that she gave way to tears. A visit from the conductor, however, soon tended to console her and also to illustrate how courteous and pleasant it is possible for conductors to be when they choose to study the pleasure of their passengers, instead of standing upon their dignity, demanding extra fare, berating the excited victims of the blunder for their carelessness or otherwise wounding their feelings, as conductors are sometimes wont to do. The gentlemanly conductor in this instance pleasantly told the ladies that they would lose nothing by the mistake but gain a longer ride, as he would have to convey them eastward to Clear Creek, a distance of eighteen miles, and there stop the down train and transfer them

to it, with an explanation of their situation, which he did.

Quite a few passengers also left the train at Price, bound to Castle valley in the south or to Uintah county in the north. Signs of progress were visible at Price and also at Huntington, still lower down the stream, but more in the nature of extended and better cultivated fields than in build-ups. The country from these settlements on eastward to the State line and beyond, as everyone knows who has traveled over the road, is devoid of interest, being a series of barren undulating plains, broken here and there by frowning bluffs or mesas, the sides of which, worn by the action of the elements into fantastic shapes, suggested for the locality the name which it bears—Castle Valley.

Grand Junction has improved somewhat since my last visit a little over three years since, and now claims 3000 inhabitants. Many passengers on the eastward journey spend the night here, so as to have daylight in which to view the beauties of the road beyond. The travel from here eastward is divided between the narrow-gauge D. & R. G., which is famous for the magnificent scenery along its route, and the Colorado Midland, more recently built, of the merits of which I am not yet able to speak, never having traveled over it.

G. C. L.

GRAND JUNCTION, June 17, 1891.

STREET RAILROAD DISPUTE.

For some time past anything but a friendly feeling seems to have existed between the two rival street railroad companies of this city in regard to the laying of tracks in certain directions, and their difficulties have now and again been ventilated in the courts. About half-past eleven o'clock last night, however, matters took quite an unexpected turn. Towards that hour the Rapid Transit company's employees began to place rails and ties along west Second South street, a force of nearly 100 men being also occupied with picks and shovels in tearing up the road. The object in view was to lay a track from the Wasatch corner to the county court house. The work at first went on uninterruptedly, but just after the stroke of midnight a number of the Street Railroad company's cars were run down to the spot. It was then that the row commenced between the opposing forces. While the dispute was in progress Superintendent Reed, of the City Railroad company, and Mr. J. L. Rawlins, the company's attorney, put in an appearance and called upon Marshal Young—who was present with a strong staff of officers—to forthwith stop the operations of the Rapid Transit men. The superintendent, on the marshal's refusal to interfere, himself, metaphorically took up the cudgels, but his request to the men to desist work was without effect. It is asserted that Mr. Reed was unwarrantably assaulted by someone present; yet in the course of the melee he was arrested and marched to the City Hall, but liberated an hour or so later.

The trouble lasted for fully a couple of hours, and attracted a large crowd of people. Mr. Chambers, vice-president of the City Railroad company,

being a conspicuous spectator throughout.

It was 2 o'clock when Attorneys Rawlins and Critchlow—who had watched the course of events for some time—departed from the scene to prepare injunction papers. Armed with these they repaired to the Cullen hotel, awoke Judge Anderson from his peaceful slumber, and obtained his signature to the document. In less than half an hour later the papers were served upon the defendants and work on the track was brought to an abrupt termination.

Interesting developments may be expected when the case comes before Judge Anderson next Saturday.

We are informed on most reliable authority that there has never been any arrangement entered into between the two companies as to this particular roadbed on Second South, but that the Rapid Transit company has again simply endeavored to take possession on its own account.

In the course of an interview with Supt. Reed this afternoon, that gentleman said to our reporter: All I have to state is that the police made a mistake in regard to my arrest on a charge of striking an officer. One of the Rapid Transit men was putting a tie in our track. I went to him and told him to stop; at the same time I reached down to pull up the tie, when three or four other men—whether they were police officers or not I do not know—grabbed me from behind and shoved me. In the attempt to balance myself one of my arms went up and I suppose my hand accidentally hit someone. Just then somebody called out "Arrest him and take him off to the City hall for disturbing the peace and striking an officer!" The sergeant of police, who was at that time standing near me in a striking attitude, his club in hand, said, "D—n you, if you don't look out I'll strike and arrest you!" I replied, "D—n you, arrest me then," and that was all the resistance I offered, except that I wrenched myself from the man who had hold of me, and went off with the police officer. I want particularly to state that the insolence of the officer who had me in charge was disgraceful; he could not have treated a horse-thief with greater disrespect. He refused to take bonds for my appearance, and locked me up in a filthy cell with a negro and other prisoners. The clerk in charge at the City Hall asked this officer if he wanted to have me put upstairs, but he answered "No, d—n him, the lower part is quite good enough."

"Have you anything to say, Mr. Reed, regarding the action of the Rapid Transit Company in this affair?" asked the reporter.

"No," he rejoined, "only that we have a right of way there, and we claim that the Rapid Transit Company have no right to disturb it."

The complaint which is lodged with Clerk McMillan, of the Third district court, reads as follows:

Salt Lake City railroad company, plaintiff, vs. C. B. Jack, J. S. Cameron, the Salt Lake Rapid Transit company, defendant.

Said plaintiff alleges that both plaintiff and said defendant companies are corporations under the laws of Utah. That said plaintiff is the owner, in possession, and entitled to the possession of a double track street railroad, consisting of the