IN RAILWAY QUARTERS.

A Notice to Do Away With the Overhead Trolley Wire.

The Railway Men's Railway to Give Money to Advertise—Just Passed Locality and Somewhile.

The local as well as general travel in this section of country is in a decidedly healthy condition for the railways. The companies of routes that come to the city only fill of the passenger traffic, while the last that roller and Golden have expanded expressions five days of the week give evidence of the manner of appreciation of the Lake locality.

The scheme for a suspension railway from San Diego to the city is not being allowed to frighten Pittsburgh denizens" by its appearance. The success they are achieving with their all inclusive is increased activity among other railway conditions. A circular from the Rio Grande says of the line proposed from there that the basis of supervision was given and the city council is preparing to give $2,000 to aid the so-called railway, which runs. The company asks $1,000 to advertise the select among the railway men of the country. President Vreeman is now at work in the East and reports encouraging progress. Of the 10,000 shares to be issued 3,000 have been taken by railroad men.

How to get rid of the trolley wire on electric railways has puzzled the brain of home as well as foreign inventors, and a practical application of the idea would be hailed with delight by railway men and the public. Several claimants have come forward on the house, but their inventions have not proven satisfactory. Meanwhile they have been passed by, and the claims of others are certainly attractive. It is now announced that C. M. Reidler, a San Francisco machinist, has solved the problem of electric car connection by means of an underground wire and a crawling circuit. He has a working model on an oval track with switches and rising and falling grades. The workings of the model are said to be certainly indicative of success.

The tracks for this system are laid in the same manner as a cable road, with a conduit sixteen inches deep and ten inches wide. The feed wire is run through iron pipes in the same manner as other electric power wires are now. He proposes that at intervals of thirty feet the feed wire will be tapped by a short wire which leads down into a feed box. The current is here transmitted to a lifting roller which is lifted by a feed bar that is set horizontally and lengthwise under the car. Both ends of the bar are spressed in order to reach under the roller and raise it. As the roller is lifted the current is turned on and connects with the feeder which transmits the power direct to the motor where it is regulated, turned on and off and reversed in the same manner as in the ordinary electric cars. There is no possibility of water or moisture to any stage reaching the feed wires or in any way interfering with the circuit by wasting the power. The automatic workings of the lifting rollers that project from the feed boxes cut off all circuit connections both in front and behind the car. There is no circuit except on the spot where the car stands or is moving at the time. Just before one roller is dropped by the feed-bar another is picked up, and there cannot be circuit connection between more than two feed boxes at one time. The moment a roller is passed and is dropped by the feed-bar the connection is broken and the roller is dead, nor does it become live until it is again picked up by the feed-bar.

Oneida, Idaho, Notes.

The Oneida Stake conference of Idaho will be held at Preston on Sunday and Monday, July 28 and 29, in the new Stake Academy building. The building has recently been completed and will be dedicated on Sunday, the 28th, at 2 p.m. Its seating capacity is about 1,000 and it is expected that it will be well filled on the occasion. The structure is built of cut stone, and cost in the neighborhood of $45,000.

THE EISTEDDFOD.

A Welshman Makes Suggestions—But Is Enthusiastic for the Eve'.

CACHE COUNTY, July 15, 1895.

Editor Deseret News:

In looking over the program for the first grand annual Eisteddfod, to be held in October next, at Salt Lake City, I find that the committee has departed from the rule generally held in vogue in connection with such institutions. In the first minutes we find two choruses covered by one prize, that is, first and second prizes; suppose the choir should come in the first chorus only—it may happen in this way—while another choir sound song is better advantage in the second chorus; how are the honors to be divided? Again, it appears to me that the second prize is not sufficient; it ought to be $200 instead of $100; the first prize is either too much or the other not enough. In the band contest we find three more evenly divided, $200 and $100. It is not reasonable to conclude that the choir that wins the second prize is entitled to greater consideration than the band that will gain second prize in the band contest? I think so. Though I am not aware that it is customary to offer an extra good prize for the best transition of the world choirs.

In connection with the above I will ask, why not it not be wise for Welsh the claim at 100, or no less than seventy-five voices on the first month? It will be no right for Salt Lake City, but I very much question as to whether other choirs will be able to muster from 100 to 125 good voices unless they combine together, that is, two choirs together, but even combinations cannot work to advantage. A choir numbering 100 voices can very easily put 125 good voices to the field, which is the very best thing to do. It is difficult to put even 100 voices from 50 to 60 voices are generally seen at home. I make mention of this, not to discourage anyone from making the attempt, but rather to put them on their guard, so every effort will be made and the contest will go there to Wales—home of the Eisteddfod.

Hence I say, let every Welshman and Welsh woman be on their guard, and let every effort be made to put the best foot forward, and let the best man win, and if that will satisfy them I am there to right for.

Another objection is the appointing of Pen Beirdd to take his place at the eisteddfod of the year. If we are to allow the man who has won the chair, the vacancy cannot be filled in the same manner as the other vacancies. But I think it would be the proper thing for the elected position, but rather to let the contestant who gives the eisteddfod the honor of appointing a Pen Beirdd to take his position in future. I think he has done for us in the past, and I say let it continue and prosper. On the other hand, I believe that we are a people who are quick to appreciate the man who has done good work in the past, and who stands the test in future.

Since I have said this much on the subject, I feel that I may well be considered a Welsh Eisteddfodwr, and I will be entitled to the honorable position of conductor, if I am called upon to do so. I have been in the business for the last 25 years, and I believe I know the ropes. I have seen the rise and fall of many a good eisteddfod, and I know the cause of the fall of many a good one. I know the cause of success, and I know the cause of failure. I know the cause of success, and I know the cause of failure. I know the cause of success, and I know the cause of failure