

him we learn that the Beaver Woolen Factory had just declared a dividend of 15 per cent. They have decided to construct a roller flouring mill after the latest designs, in a short time.

The Irrigation Company is spending several thousand dollars more on their reservoir. They have to cut out a new road through that part of the canyon through solid rock in places. The reservoir will be two miles long by half a mile wide and with an average depth of 20 feet.

A company consisting of E. E. Cowdell, Thomas Schofield, James Dean and R. Curfew, all holding important positions in the Beaver factory, have leased the factory at Kingston, Plute County, for five years. This has 440 spindles and six looms, and the new company will purchase additional machinery to make it equal to other concerns of the kind in Utah, and they will run in on first-class principles.

The weather is moderate and pleasant.

#### Sentenced.

On Jan. 7 Bishop Sandford Bingham, of Riverdale, Weber County, appeared in the first district court at Ogden and withdrew his plea of not guilty to the charge of unlawful cohabitation and substituted one of guilty. After inquiring as to his age, his family relations, and pecuniary circumstances, the court sentenced him to two months' imprisonment and to pay a fine of \$100 and the costs of prosecution.

#### Stake Academy.

The Weber Stake Academy was opened at Ogden on the 7th, with appropriate services. The speakers were Apostle Franklin D. Richards, President L. C. Shurtliff, Counselors C. F. Middleton and N. C. Flygare, Bishops Robert McQuarrie, Thos. J. Stevens, David McKay and Z. Ballantyne, and Elders L. F. Monch, Jos. Stanford, Richard Ballantyne, F. A. Brown, Edwin Cutler and N. Tanner, Jr.

#### Supreme Court Records.

On January the 7th, Chief Justice Sandford issued the following order to Mr. Clark, clerk of the Third District Court:

You are hereby designated to at once take possession of the dockets, records, files and all papers and property belonging to the office of the clerk of the Supreme Court of the Territory and take care of the same until a suitable person is ap-

pointed to such office. You are also requested to prepare for the next term of said court the calendar.

ELLIOT SANDFORD,

Chief Justice Supreme Court of Utah.

#### Street Railroad Business.

On January 8 Mayor Francis Armstrong left for the east. The leading object of the trip is to inspect the most recent and best methods of propelling street cars by electricity. He will be joined in the east by Mr. McCune, and these two gentlemen will act in concert in the attainment of the object named. After the claims for excellence of all of the best systems are thoroughly examined the information gleaned will be deliberated upon after the return of the Mayor and Mr. McCune, and the most efficient of the methods will be selected for and applied to the Salt Lake City Street Railroad. It is intended to make that line second to none in the country.

#### Y. M. M. I. A. Lectures.

Many of the Young Men's Improvement Associations throughout Salt Lake Stake are manifesting commendable enterprise in securing lecturers to entertain and instruct the members and their friends, but it is to be regretted that in many instances the lectures are allowed to take the place of their regular weekly exercises. The counsel of the General Superintendency upon this subject is and has been for years past to have lectures delivered under the auspices of the associations, but not to allow them or anything else, if possible, to interfere with the regular exercises, as by so doing the thread of the studies is broken and the interest in the regular work of the associations in a measure destroyed.

#### The Railroads.

On January 8, Hon. John Sharp and Le Grande Young, Esq., left for the east. They will be in Boston on the 16th, and attend the meeting of the Union Pacific directors. The principal business to be brought forward, affecting this region, is the extension of the road from Milford to California. There seems to be every probability that this step will be favorably considered, and that within a few months operations will commence on the extension. Another subject for discussion is the transfer of the Utah & Northern, when it shall be made into broad gauge, into Malad

Valley, thus retiring from Cache Valley. As to changes relative to Union Pacific interests in this city, if any are made, it is probable that the Utah Central will become the representative of the U. P., and will maintain its position as a distinct organization.

For some time Union Pacific surveyors have been working on a route from Pocatello, Idaho, through Malad Valley to Salt Lake Valley. This has been understood to mean that when the remainder of the Utah & Northern was changed to a broad gauge, Cache Valley would be left to the east, and be deprived of railway facilities altogether, unless some new road should be built there. On this subject the *Logan Journal* says: "The course of the railroad surveyors in Malad and other places portend no good for Logan. There is a cloud in the sky, and the sooner it is blown away the better it will be for this city. The matter is one that concerns both railroad and city. It is not altogether a one-sided affair. We have always claimed and do now claim that the business of Cache Valley is worth careful consideration from the railroad company. If it does not receive its somebody is at fault and the matter should be remedied. If the intention is to still further slight the interests of this city and county, the people of the city and county have it in their power to do something for themselves. Other roads, no doubt, would like to have a branch line enter so productive a valley as this. There are roads seeking a route through Utah to the west which perhaps are not posted regarding the present condition and future prospects of this valley. Some inducement might be offered one of these roads to pass through here in its course. It is certain that there are but few such valleys as Cache in this mountain region. Her strength in production has not yet been shown, and hence a future is before her. The Utah & Northern management would do well to seriously consider a change before making one in the route of their present road. The people of this city have too much at stake to indifferently view a change. They earnestly protest against it. Thousands of dollars a year have been paid the railroad company for freight and passenger fare, and the amount is yearly increasing. If the protests are unheeded, let something be done in the way of inducing another road to come here. We believe that a good large bonus could