

school. I do not know that any criminal intimacy ever existed nor did I charge criminal intimacy, as the charges on file in the secretary's office will prove. I believe the young lady in question to be above reproach as to her chastity. Yours respectfully,

A. T. WALDRAM.

Robert Greenwood, writing from the "Old Brighton ward" under date of March 15, says: "Seeing no one gives our quiet little burg a send off through your valuable paper, I will pen you a few lines. We have had a splendid winter; quite a number of stock have wintered out; the snow is about all gone and we will be able to plow in a few days. The people feel well at present; we have had some little sickness, but nothing to speak of. We are blessed with the comforts of life, for which we are thankful to our Heavenly Father. We have no poor in the ward—in fact we have no poor in the whole Stake to speak of. The Bannock Stake is in a prosperous condition. It is a large Stake—about 130 miles long and nearly 50 miles wide; there is land to be taken up yet, and plenty of water in the river to be taken out. The climate is good. There will be a large amount of grain sown this year. The people are well supplied with machinery."

This city has been favored during Friday with the presence of a party of Minnesota and Ohio officials, capitalists and business men, whose visit is connected with an investigation of the American Asphalt Company's properties and the work of paving done on the streets of Salt Lake City. In the party are members of a committee of aldermen from Minneapolis who, with the city engineers of that municipality and St. Paul, will especially look into the adaptability and record of Utah asphalt as shown in Salt Lake's pavements, there being a proposition to use the same material for a considerable amount of paving in those two great cities. With the aldermen are a number of prominent Ohio business men, including a number of eastern asphalt experts. Mr. A. D. Perry of Indianapolis accompanies the gentlemen to look after the transportation interests, and they occupy the private car Celtic. Their route was over the Chicago & Alton and the Union Pacific roads, and their return journey, which begins at 5:20 this evening, will be over the same route, with a stop over in Denver during Sunday. While in Salt Lake the party is in the capable hands of Mr. George F. Culmer.

The Rio Grande Western passenger train No. 7, arriving in this city at 9:55 Friday morning had on board a man who was in an unconscious condition. The unfortunate was said to be a Mr. Stowell, of Tintic.

It appears that as the train was running along a straight piece of track just this side of Lehi the man attempted to cross the track in front of it. The result was a collision with the engine, the serious injury of the driver, and the instant death of one of the horses attached to the wagon in which he was riding. The train men saw the team, but as there was no reason why the driver could not see the train, they had no idea he would attempt to cross the track. When the team was struck the wagon was also partly demolished.

Arriving at the depot in this city the

injured man was immediately conveyed to St. Mary's hospital where he was attended by Dr. Pinkerton. His true condition could not be determined this forenoon, as the patient had been given liquor and other stimulants, and was utterly unconscious. It was supposed the injury was in the head, though there appeared to be no fracture of the skull. He died at 6 p. m. Friday.

At Union Monday the last sad rites were performed over the remains of Brothers Edwin Cox and Aaron Butte, two of the brethren who were killed in the late Almy explosion.

The bodies being brought down by the Union Pacific railroad, accompanied by relatives and friends, a large number of old time friends and associates, with vehicles, met the remains at Bingham Junction, and conveyed them to the residence of his son, William E. Cox, where numerous friends and relatives met and viewed the remains, which were afterward conveyed to the Union meeting house, where a large company was in waiting to sympathize with the families of the deceased. Short funeral services were held and comforting and consoling remarks were made by Bishop Phillips, John Sharp, James James and others, and music rendered appropriate to the occasion. One piece, a funeral dirge, was especially solemn and consoling, viz: "Blessed are the Dead Which Die in the Lord." About thirty carriages and vehicles followed the remains to the South Cottonwood cemetery, where the last that was earthly of Brothers Edwin Cox and Aaron Butte was laid to rest. They were buried side by side but in separate graves. Peace to their ashes. May the Lord bless and comfort the widows and fatherless who have been bereaved by this fatal calamity.

G. H. K.

Joseph Morris, a cigarmaker, committed suicide Wednesday by cutting his throat with a razor. His body was found about 4 o'clock Wednesday afternoon on an unused piece of ground on Sixth South street, between Tenth and Eleventh East, lying face downward in a pool of blood. Beside him was a razor, with which his head had been almost severed from his body. Coroner Offenbach was notified and the body was removed to Evans's undertaking parlors.

Morris came to this city from Chicago about four years ago, and after residing in this city some time went to Park City. He afterwards returned to this city and has been employed at Lowery's cigar factory until a few days ago. He resided in Young's row, off Fourth street, between East Temple and State streets, where he leaves a wife and five children, the eldest being about eight years of age. He left home yesterday morning after eating a light breakfast, stating that he would return in a short time. He had appeared despondent for some time owing to his business reverses, and his rash act is attributed to this and drink.

About 5:30 Wednesday Fourth South street from First to Third West was the scene of a lively runaway that made a very close call for several persons. By some means a team attached to one of Dinwoodey's furniture wagons became frightened near the corner of Fourth South and First West streets,

and dashed westward at full speed. The driver was unable to control them, and a seven-year-old boy who was in the wagon sought safety by leaving it, escaping unhurt. The now driv team made a bee line for a light rig in which there were two men. These were warned by the frantic cries of a coalwagon driver who noticed their danger, and they turned out of the way, the runaway apparently having missed them by a few inches at most.

The frightened horses then encountered the electric light pole at the intersection of Second West and Fourth South streets. One animal passed on each side of the pole, which was transformed almost into kindling wood by impact with the wagon. The pole was splintered into hundreds of pieces. The runaways sped on with broken harness and damaged vehicle. Half a block farther were two ladies with a child in a baby buggy on the sidewalk. They saw the team and rushed for a place of safety inside of a fence. This they succeed in gaining, but not an instant too soon. The runaways headed straight for the women, but in crossing to the sidewalk from the road one of the animals came in contact with a large shade tree and was knocked down and stunned for a moment. The collision with the tree stopped the other horse for an instant, until he could free himself, when he dashed down the sidewalk. The brief delay, however, saved the ladies and child, for as it was they came near being run down, not having more than a second of time to spare in their scramble to get out of the way. A driver of a coal team seized the animal which had been stopped by contact with the tree, and by considerable hard work prevented it resuming its mad career. The other horse ran around the corner to a coal yard and was captured.

Several persons witnessed the affair in breathless suspense, expecting momentarily to see somebody killed. The escapes from injury seemed marvelous. The boy got out in time to avoid what would have been almost certain death at the collision with the electric light pole; the two men in the light wagon were as close to being crashed into as they could be and miss it, and the women and child got off on an equally narrow margin.

The remains of the electric light pole were flying near by today, the wires which had been deprived of support at that point drooping to within fifteen feet of the ground. There seemed to be no culpability with the driver, who was exercising ordinary caution, and was taken completely by surprise and at a disadvantage when the team started. The harness and wagon were pretty badly broken. The horses suffered no serious injury.

The question of who shall pay for the transmission of revenue from the county officers to the state treasury, says the Idaho Daily Statesman, has been submitted to the state officers. Secretary Garrett is of the opinion the state should bear the expense. He believes it would be an injustice to the county officers to require them to pay for transmission, particularly in view of the fact that, under the decision of the supreme court in the Gubeen case, they can retain no commission for handling the money.