

GRANITE STAKE YOUNG PEOPLE.

Three Interesting Meetings Held
by the M. I. Associations.

WARDS WELL REPRESENTED

A Great Deal of Good is Being Accomplished. Valuable Instructions—The Officers Sustained.

The Y. M. & Y. L. M. I. Associations of Granite Stake held a most successful conference at Taylorsville, yesterday. Three meetings were held during the day, all were well attended. During the day the visitors were all royally entertained by the good people of Taylorsville and South Taylorsville wards.

The following members of the general board were present: J. Golden Kimball, Rodney Badger, Frank Y. Taylor, Bryant S. Kinckley, B. P. Grant, H. S. Tanner, Sisters Augusta W. Grant, Elizabeth C. McCune, and Mary A. Freeze.

In the morning an officers' meeting was held, at which each ward in the Stake was well represented. Reports from the ward officers indicated a very healthy condition for Mutual Improvement during the past season. A great deal of good has been accomplished among the young people of the Stake through the efforts of ward M. I. officers, and the local missionary corps.

In some instances actual conversions to the Gospel have been accomplished through this channel. The members of the general boards were very pointed in their instructions and admonitions to the young, and much wholesome doctrine was taught, the Saints receiving the same with rejoicing hearts.

The following Stake officers were sustained by the conference: Superintendent Y. M. I. A., William C. Winder, with Jos. W. Musser and William McLean assistants, and the following aids:

D. W. Moffat, secretary and treasurer; Thomas M. Wheeler, corresponding secretary; James T. Dunbar, chorister; Guy Hill, assistant chorister, and Alma Ash, Taylor P. Brockbank, Henry H. White, Oliver T. Jensen, Thomas C. Gunderson, Harvey C. Carlisle, Bines W. Dixon, B. B. Brown, Jos. J. Fields, Arta M. Seely, Brigham F. Price, Charles E. Solomon, Cornelius S. Green, Thomas Cook and Alfred Grant.

Presidency Y. L. M. I. A.—Anna B. Cannon, president, with Annie J. Murphy and Genevieve R. Pitt, counselors, and the following aids:

Emma J. Webster, secretary and treasurer; Nell Fowler, corresponding secretary; Clara Leona Hornum, librarian, and Nellie S. Cornwall, Agnes Merrill, Elizabeth Dixon, Leonora Mackey, Eunice McKee, Laura Bennett, Letitia Eldridge, Alice Neff, Maggie P. Cardell and Mamie Hill.

The young ladies proved that they are not "obstructions" in the least, by adopting a resolution presented by one of the members urging the sisters throughout Granite Stake to remove their hats at all public assemblages, and that as M. I. officers and workers, they will use their influence to have the rule observed throughout the Stake generally by the Saints.

CLAPP IS UNCONCERNED.

Laughs Lightly When Talking Before the District Court.

A. W. Clapp alias L. W. Murott was arraigned before Judge Stewart this morning on the charge of forging the name of L. D. Downing and passing a contract so signed to the Bank of Commerce. He was given till Wednesday morning to enter his plea. Clapp exhibited the utmost unconcern while the clerk read the information against him and stood in an easy position, leaning against the clerk's desk, opening and shutting a pinkie. He laughed when the clerk stumbled over the reading of the initials of the Chicago, Milwaukee & St. Paul Railroad company, and seemed to take a peculiar interest in the clerk's chances of going free. Clapp is represented by Attorney Frank J. Gustin.

OTHER ARRAIGNMENTS.

There were three other arraignments. Ben Roderick pleaded not guilty to the crime of housebreaking and guilty of the lesser charge of petit larceny, for which he received a sentence of three months in the county jail. He entered one of the rooms in the Normandie hotel, stole two pairs of trousers.

James Malone pleaded in the most exhibiting a deadly weapon in a threatening manner on May 30th.

Bert Stone pleaded guilty to a charge of horse stealing, and waiving time was committed to a term of three years in the State reformatory.

FOR PERSONAL DAMAGES.

Mrs. Galbraith seeks to recover \$1,000 for injuries received.

Trial was commenced in the civil division of the district court this morning of the damage suit brought by Miss Winnie Galbraith against the city for injuries sustained by her in falling upon ice upon the sidewalk opposite 21st street on February 14, 1900. Miss Galbraith claims that whatever injury was incurred by her own negligence in failing to use reasonable care for her own safety.

A jury was not secured to set in the case till a late hour in the afternoon.

Attorneys James H. Moyle and A. A. Duncan are trying the case for the plaintiff, and Attorney C. B. Stewart represents the city.

Probate Petitions.

Charles F. Wilcox today petitioned the probate court to appoint Ezra T. Stevenson administrator of the estate of Adam Rich, who died in this city, August 19, 1898, leaving a house and lot at 544 south Fourth East street, valued at \$2,000, now occupied by his widow. The other heirs are three daughters, Mrs. Hannah Ward, Mrs. Emma Ryan and Lena Leopold, all residing in Salt Lake. The petitioner claims to be a creditor of the estate. The hearing was set for June 21st.

Before Judge Hall.

In the matter of the estate of W. D. Palmer, deceased, Judge Hall this morning appointed J. W. Houston administrator of the estate, valued at \$25,000. By consent of all interested the will was withdrawn from the clerk's office and will be set aside.

In the case of the Rio Grande Western Railway company vs the Horn Silver Mining company, Judge Hall this morning heard arguments and found

H. B. KOOSER IS GOING TO DENVER

Commercial Agent of the Missouri Pacific Promoted.

C. A. TRIPP IS COMING HERE.

Appointment Goes Into Effect July 1, When the Transfer Will Be Made—General Railroad News.

H. B. Kooser, commercial freight and passenger agent of the Missouri Pacific for Salt Lake, has been appointed general western freight and passenger agent for the same system with headquarters at Denver; the appointment is effective July 1. Mr. Kooser will succeed Christus A. Tripp, who, on that date, will be transferred to this city in his place.

The rumor to the effect that there would be changes in Salt Lake in the near future have been prevalent upon Railroad Row for some time past. It now transpires that Mr. Kooser was to have gone to Denver a month ago, but owing to the fact that providing that a Missouri Pacific directorate might be elected at the meeting of the Rio Grande Western stockholders he concluded to stay in Salt Lake pending developments. Had this actually occurred, it is asserted, Mr. Kooser would have been given an important post under the new management of the Western. A Denver & Rio Grande directorate was elected, however, and that had the effect of changing the plans of a number of those interested. On Thursday Vice President C. G. Warner, of the Missouri Pacific, who is father-in-law to Mr. Kooser, wired from Denver to Salt Lake with the result that Mr. Kooser boarded the train for Colorado. The greatest secrecy regarding the trip was observed, even to the extent of buying a Pullman reservation on the trip. At the uptown office it was given out that he had gone to Price to attend the wool sale today. This statement was also forthcoming this morning when enquiry was made at the offices of the local office. A tracer sent to Denver, however, brings word that Mr. Kooser is in that city and the appointment has been made. Official circulars of the same will be out within the next few days.

In Mr. Kooser's promotion to Denver local railroad circles will suffer a great loss. He has a number of business and social friends here, who, while they will be glad to hear of his advancement, at the same time will be sorry to see him leave Salt Lake. He is a practical, progressive railroad man, a good fellow and universally liked and esteemed.

Christus A. Tripp who will come to Salt Lake at the first of next month to take charge of the local office, was born at Manchester, N. H. He entered the railroad service in 1872, since which he has been consecutively 1872 to 1881, operator at Jonesburg, Mo., agent at St. Charles, Mo., special agent, etc., until 1881 to 1887, traveling auditor, Denver & Rio Grande; with manager of construction of the same road, freight and ticket agent at Pueblo, Colo., and commercial agent of the same road, December 1887 to January 1890, agent of the Missouri Pacific at Pueblo; May, 1890, to date general western freight and passenger agent of the same road.

BACK FROM UVADA.

C. R. Savage Returns from a Trip Along the Scene of Operations.

C. R. Savage, the official photographer of the Oregon Short Line, returned from a trip below the construction operations in Nevada this morning. He reports that section of the country to be a veritable hive of industry and the construction of the railroad to be the most important thing in the farmers' minds in that section who are deserting their farms to work on the road with their teams. Mr. Savage says that there are fully 400 men at work down on the grade.

There are also a horse-power, a steam pile driver, and a tracklaying plant of the "biggest magnitude" in full blast under the direction of Thomas M. Baird, superintendent of construction. "Yes, they are not putting down the heaviest steel, at the same time the track that is now down for over 24 miles makes better riding than that on the old Utah & Pacific," he said. "And heavy trains can make 35 miles an hour with ease and safety."

The road is now within 230 miles from Barstow and will have no doubt, be pushed through to a finish. The gangs are now at work in Clover Creek canyon, and there are a lot of good timbered places of work to be covered. Clover Creek canyon is not unlike Weber canyon, and is full of sharp turns that require some engineering. In all there are six tunnels in the canyon, which are splendid pieces of work and are timbered throughout; one of them is also lined with iron. The Clark people are working down on the Meadow wash and there is sure to be some trouble when the rival roads get together. There is a lot of work to be done yet in the canyon, including the building of a big trestle which will be sixty feet in height. Mr. Savage while on his trip took a number of interesting views of the scenery and operations down on the grade.

AMERICAN LOCOMOTIVES.

Sir Charles Wilson Says Contracts Were Given for the Best Engines.

New York, June 10.—The Times says: Sir Chas. Wilson, president of the Great Central Railway company of Canada, who was controller general of the national debt office of Great Britain from 1884 to 1894 and finance minister to Egypt from 1877 to 1879, is in this city, having just completed his annual inspection of the Grand Trunk railway system in Canada and the United States.

In an interview with a reporter regarding American and British locomotives in India and elsewhere, Sir Charles said: "I have read the strictures of Sir Alfred Hickman on the contracts placed by Indian railway companies with American firms. I have read also the statements of Lord George Hamilton, secretary of state for India, in reply. My opinion is that Sir Alfred Hickman will be informed that the British government placed the contracts for locomotives with American firms because it believed them to be the best—that's all."

Jumped From D. & R. G. Train.

Salida, Colo., June 10.—A man giving his name as C. N. Little and claiming to be a brother of the auditor of the Oregon Short Line, jumped from a train near Riverside, 30 miles west of here, while it was running at a high rate of speed, but was only slightly bruised. He was thought to be insane and was sent to the asylum at Pueblo.

AMUSEMENTS.

The second week at the Salt Palace opens with "The Royal Middy" tonight.

"The Rose of Auvergne" will be presented in the Eighteenth ward hall on Wednesday evening by Messrs. Goldard and Eppor, and Misses Luella Ferron and Arvilla Clark, under the direction of Prof. McClellan.

LATE LOCALS.

Word comes from Cache county where Bishop W. B. Preston is taking a much needed rest on his farm that his condition has greatly improved during the past few days.

A. F. Doremus this morning qualified in the position of state engineer to both be and recently appointed by Governor Wells. His assistants are W. W. Ritter and B. G. Raybould.

Chief of Police Hilton went to Logan this morning to purchase a horse for the patrol wagon to replace the animal that died a few days ago. The chief will be absent a couple of days.

Fish and Game Commissioner Sharp wishes the "News" to correct the statement made in its Saturday issue that the hook-and-line fishing season commences on Friday, June 14th. The season does not commence till the 15th.

Inquiry at St. Mark's hospital late this afternoon brought the reply that W. W. Lim, the sheep man who was shot twice by cattlemen in Wyoming a few days ago, is recovering as rapidly as possible from the effects of the wound. His left arm was cut off about three inches below the shoulder joint.

Nine marriage licenses were issued by the county clerk this morning: Simon A. Rice, 21, and Helen Rothchild, 22, both of Salt Lake; Hans C. Christensen, 21, and Annie N. Butterworth, 20, both of Wilford; James E. Snarr, 21, and Kristina M. Naylon, 20, both of Murray; Axel L. Holmstrom, 31, and Elvira M. Peterson, 23, both of Salt Lake; Allan L. Widman, 19, Salt Lake, and Eva Chamberlain, 18, Charleston; Joseph L. Lark, 23, and Eva L. Briggs, 22, both of Salt Lake; William Collins, 24, and Lizzie Smith, 23, both of Salt Lake; Eugene L. Potter, 25, and Bertha Hardcastle, 22, both of Sandy; Carl Greenwood, 21, and Esther Stevenson, 20, both of Iverny.

INFORMATION WANTED.

Mrs. William Woodhead, Stretator, Ill., desires to hear from Ismael Hayes, or Albert Hayes, who came to Utah about twenty-two years ago, and who, if living, are now about 45 years old. They came here with their parents. Information sent to the above address will be appreciated.

Every Exertion a Task

There is failure of the strength to do and the power to endure; a feeling of weakness all over the body.

The vital functions are impaired, food does not nourish, and the whole system is run down.

A medicine that strengthens the stomach, perfects digestion, invigorates and tones is needed.

What Hood's Sarsaparilla did for Mrs. L. B. Garland, Shady, Tenn., has done for others. She took it when she was all run down—without appetite, losing flesh, and unable to do her work. It restored her appetite, increased her weight, and made her well and strong. This is her own unsolicited statement.

Hood's Sarsaparilla

Promises to cure and keeps the promise. The earlier treatment is begun the better—begin it today.

H. B. KOOSER IS GOING TO DENVER

Commercial Agent of the Missouri Pacific Promoted.

C. A. TRIPP IS COMING HERE.

Appointment Goes Into Effect July 1, When the Transfer Will Be Made—General Railroad News.

H. B. Kooser, commercial freight and passenger agent of the Missouri Pacific for Salt Lake, has been appointed general western freight and passenger agent for the same system with headquarters at Denver; the appointment is effective July 1. Mr. Kooser will succeed Christus A. Tripp, who, on that date, will be transferred to this city in his place.

The rumor to the effect that there would be changes in Salt Lake in the near future have been prevalent upon Railroad Row for some time past. It now transpires that Mr. Kooser was to have gone to Denver a month ago, but owing to the fact that providing that a Missouri Pacific directorate might be elected at the meeting of the Rio Grande Western stockholders he concluded to stay in Salt Lake pending developments. Had this actually occurred, it is asserted, Mr. Kooser would have been given an important post under the new management of the Western. A Denver & Rio Grande directorate was elected, however, and that had the effect of changing the plans of a number of those interested. On Thursday Vice President C. G. Warner, of the Missouri Pacific, who is father-in-law to Mr. Kooser, wired from Denver to Salt Lake with the result that Mr. Kooser boarded the train for Colorado. The greatest secrecy regarding the trip was observed, even to the extent of buying a Pullman reservation on the trip. At the uptown office it was given out that he had gone to Price to attend the wool sale today. This statement was also forthcoming this morning when enquiry was made at the offices of the local office. A tracer sent to Denver, however, brings word that Mr. Kooser is in that city and the appointment has been made. Official circulars of the same will be out within the next few days.

In Mr. Kooser's promotion to Denver local railroad circles will suffer a great loss. He has a number of business and social friends here, who, while they will be glad to hear of his advancement, at the same time will be sorry to see him leave Salt Lake. He is a practical, progressive railroad man, a good fellow and universally liked and esteemed.

Christus A. Tripp who will come to Salt Lake at the first of next month to take charge of the local office, was born at Manchester, N. H. He entered the railroad service in 1872, since which he has been consecutively 1872 to 1881, operator at Jonesburg, Mo., agent at St. Charles, Mo., special agent, etc., until 1881 to 1887, traveling auditor, Denver & Rio Grande; with manager of construction of the same road, freight and ticket agent at Pueblo, Colo., and commercial agent of the same road, December 1887 to January 1890, agent of the Missouri Pacific at Pueblo; May, 1890, to date general western freight and passenger agent of the same road.

BACK FROM UVADA.

C. R. Savage Returns from a Trip Along the Scene of Operations.

C. R. Savage, the official photographer of the Oregon Short Line, returned from a trip below the construction operations in Nevada this morning. He reports that section of the country to be a veritable hive of industry and the construction of the railroad to be the most important thing in the farmers' minds in that section who are deserting their farms to work on the road with their teams. Mr. Savage says that there are fully 400 men at work down on the grade.

There are also a horse-power, a steam pile driver, and a tracklaying plant of the "biggest magnitude" in full blast under the direction of Thomas M. Baird, superintendent of construction. "Yes, they are not putting down the heaviest steel, at the same time the track that is now down for over 24 miles makes better riding than that on the old Utah & Pacific," he said. "And heavy trains can make 35 miles an hour with ease and safety."

The road is now within 230 miles from Barstow and will have no doubt, be pushed through to a finish. The gangs are now at work in Clover Creek canyon, and there are a lot of good timbered places of work to be covered. Clover Creek canyon is not unlike Weber canyon, and is full of sharp turns that require some engineering. In all there are six tunnels in the canyon, which are splendid pieces of work and are timbered throughout; one of them is also lined with iron. The Clark people are working down on the Meadow wash and there is sure to be some trouble when the rival roads get together. There is a lot of work to be done yet in the canyon, including the building of a big trestle which will be sixty feet in height. Mr. Savage while on his trip took a number of interesting views of the scenery and operations down on the grade.

AMERICAN LOCOMOTIVES.

Sir Charles Wilson Says Contracts Were Given for the Best Engines.

New York, June 10.—The Times says: Sir Chas. Wilson, president of the Great Central Railway company of Canada, who was controller general of the national debt office of Great Britain from 1884 to 1894 and finance minister to Egypt from 1877 to 1879, is in this city, having just completed his annual inspection of the Grand Trunk railway system in Canada and the United States.

In an interview with a reporter regarding American and British locomotives in India and elsewhere, Sir Charles said: "I have read the strictures of Sir Alfred Hickman on the contracts placed by Indian railway companies with American firms. I have read also the statements of Lord George Hamilton, secretary of state for India, in reply. My opinion is that Sir Alfred Hickman will be informed that the British government placed the contracts for locomotives with American firms because it believed them to be the best—that's all."

Jumped From D. & R. G. Train.

Salida, Colo., June 10.—A man giving his name as C. N. Little and claiming to be a brother of the auditor of the Oregon Short Line, jumped from a train near Riverside, 30 miles west of here, while it was running at a high rate of speed, but was only slightly bruised. He was thought to be insane and was sent to the asylum at Pueblo.

H. B. KOOSER IS GOING TO DENVER

Commercial Agent of the Missouri Pacific Promoted.

C. A. TRIPP IS COMING HERE.

Appointment Goes Into Effect July 1, When the Transfer Will Be Made—General Railroad News.

H. B. Kooser, commercial freight and passenger agent of the Missouri Pacific for Salt Lake, has been appointed general western freight and passenger agent for the same system with headquarters at Denver; the appointment is effective July 1. Mr. Kooser will succeed Christus A. Tripp, who, on that date, will be transferred to this city in his place.

The rumor to the effect that there would be changes in Salt Lake in the near future have been prevalent upon Railroad Row for some time past. It now transpires that Mr. Kooser was to have gone to Denver a month ago, but owing to the fact that providing that a Missouri Pacific directorate might be elected at the meeting of the Rio Grande Western stockholders he concluded to stay in Salt Lake pending developments. Had this actually occurred, it is asserted, Mr. Kooser would have been given an important post under the new management of the Western. A Denver & Rio Grande directorate was elected, however, and that had the effect of changing the plans of a number of those interested. On Thursday Vice President C. G. Warner, of the Missouri Pacific, who is father-in-law to Mr. Kooser, wired from Denver to Salt Lake with the result that Mr. Kooser boarded the train for Colorado. The greatest secrecy regarding the trip was observed, even to the extent of buying a Pullman reservation on the trip. At the uptown office it was given out that he had gone to Price to attend the wool sale today. This statement was also forthcoming this morning when enquiry was made at the offices of the local office. A tracer sent to Denver, however, brings word that Mr. Kooser is in that city and the appointment has been made. Official circulars of the same will be out within the next few days.

In Mr. Kooser's promotion to Denver local railroad circles will suffer a great loss. He has a number of business and social friends here, who, while they will be glad to hear of his advancement, at the same time will be sorry to see him leave Salt Lake. He is a practical, progressive railroad man, a good fellow and universally liked and esteemed.

Christus A. Tripp who will come to Salt Lake at the first of next month to take charge of the local office, was born at Manchester, N. H. He entered the railroad service in 1872, since which he has been consecutively 1872 to 1881, operator at Jonesburg, Mo., agent at St. Charles, Mo., special agent, etc., until 1881 to 1887, traveling auditor, Denver & Rio Grande; with manager of construction of the same road, freight and ticket agent at Pueblo, Colo., and commercial agent of the same road, December 1887 to January 1890, agent of the Missouri Pacific at Pueblo; May, 1890, to date general western freight and passenger agent of the same road.

BACK FROM UVADA.

C. R. Savage Returns from a Trip Along the Scene of Operations.

C. R. Savage, the official photographer of the Oregon Short Line, returned from a trip below the construction operations in Nevada this morning. He reports that section of the country to be a veritable hive of industry and the construction of the railroad to be the most important thing in the farmers' minds in that section who are deserting their farms to work on the road with their teams. Mr. Savage says that there are fully 400 men at work down on the grade.

There are also a horse-power, a steam pile driver, and a tracklaying plant of the "biggest magnitude" in full blast under the direction of Thomas M. Baird, superintendent of construction. "Yes, they are not putting down the heaviest steel, at the same time the track that is now down for over 24 miles makes better riding than that on the old Utah & Pacific," he said. "And heavy trains can make 35 miles an hour with ease and safety."

The road is now within 230 miles from Barstow and will have no doubt, be pushed through to a finish. The gangs are now at work in Clover Creek canyon, and there are a lot of good timbered places of work to be covered. Clover Creek canyon is not unlike Weber canyon, and is full of sharp turns that require some engineering. In all there are six tunnels in the canyon, which are splendid pieces of work and are timbered throughout; one of them is also lined with iron. The Clark people are working down on the Meadow wash and there is sure to be some trouble when the rival roads get together. There is a lot of work to be done yet in the canyon, including the building of a big trestle which will be sixty feet in height. Mr. Savage while on his trip took a number of interesting views of the scenery and operations down on the grade.

AMERICAN LOCOMOTIVES.

Sir Charles Wilson Says Contracts Were Given for the Best Engines.

New York, June 10.—The Times says: Sir Chas. Wilson, president of the Great Central Railway company of Canada, who was controller general of the national debt office of Great Britain from 1884 to 1894 and finance minister to Egypt from 1877 to 1879, is in this city, having just completed his annual inspection of the Grand Trunk railway system in Canada and the United States.

In an interview with a reporter regarding American and British locomotives in India and elsewhere, Sir Charles said: "I have read the strictures of Sir Alfred Hickman on the contracts placed by Indian railway companies with American firms. I have read also the statements of Lord George Hamilton, secretary of state for India, in reply. My opinion is that Sir Alfred Hickman will be informed that the British government placed the contracts for locomotives with American firms because it believed them to be the best—that's all."

Jumped From D. & R. G. Train.

Salida, Colo., June 10.—A man giving his name as C. N. Little and claiming to be a brother of the auditor of the Oregon Short Line, jumped from a train near Riverside, 30 miles west of here, while it was running at a high rate of speed, but was only slightly bruised. He was thought to be insane and was sent to the asylum at Pueblo.

H. B. KOOSER IS GOING TO DENVER

Commercial Agent of the Missouri Pacific Promoted.

C. A. TRIPP IS COMING HERE.

Appointment Goes Into Effect July 1, When the Transfer Will Be Made—General Railroad News.

H. B. Kooser, commercial freight and passenger agent of the Missouri Pacific for Salt Lake, has been appointed general western freight and passenger agent for the same system with headquarters at Denver; the appointment is effective July 1. Mr. Kooser will succeed Christus A. Tripp, who, on that date, will be transferred to this city in his place.

The rumor to the effect that there would be changes in Salt Lake in the near future have been prevalent upon Railroad Row for some time past. It now transpires that Mr. Kooser was to have gone to Denver a month ago, but owing to the fact that providing that a Missouri Pacific directorate might be elected at the meeting of the Rio Grande Western stockholders he concluded to stay in Salt Lake pending developments. Had this actually occurred, it is asserted, Mr. Kooser would have been given an important post under the new management of the Western. A Denver & Rio Grande directorate was elected, however, and that had the effect of changing the plans of a number of those interested. On Thursday Vice President C. G. Warner, of the Missouri Pacific, who is father-in-law to Mr. Kooser, wired from Denver to Salt Lake with the result that Mr. Kooser boarded the train for Colorado. The greatest secrecy regarding the trip was observed, even to the extent of buying a Pullman reservation on the trip. At the uptown office it was given out that he had gone to Price to attend the wool sale today. This statement was also forthcoming this morning when enquiry was made at the offices of the local office. A tracer sent to Denver, however, brings word that Mr. Kooser is in that city and the appointment has been made. Official circulars of the same will be out within the next few days.

In Mr. Kooser's promotion to Denver local railroad circles will suffer a great loss. He has a number of business and social friends here, who, while they will be glad to hear of his advancement, at the same time will be sorry to see him leave Salt Lake. He is a practical, progressive railroad man, a good fellow and universally liked and esteemed.

Christus A. Tripp who will come to Salt Lake at the first of next month to take charge of the local office, was born at Manchester, N. H. He entered the railroad service in 1872, since which he has been consecutively 1872 to 1881, operator at Jonesburg, Mo., agent at St. Charles, Mo., special agent, etc., until 1881 to 1887, traveling auditor, Denver & Rio Grande; with manager of construction of the same road, freight and ticket agent at Pueblo, Colo., and commercial agent of the same road, December 1887 to January 1890, agent of the Missouri Pacific at Pueblo; May, 1890, to date general western freight and passenger agent of the same road.

BACK FROM UVADA.

C. R. Savage Returns from a Trip Along the Scene of Operations.

C. R. Savage, the official photographer of the Oregon Short Line, returned from a trip below the construction operations in Nevada this morning. He reports that section of the country to be a veritable hive of industry and the construction of the railroad to be the most important thing in the farmers' minds in that section who are deserting their farms to work on the road with their teams. Mr. Savage says that there are fully 400 men at work down on the grade.

There are also a horse-power, a steam pile driver, and a tracklaying plant of the "biggest magnitude" in full blast under the direction of Thomas M. Baird, superintendent of construction. "Yes, they are not putting down the heaviest steel, at the same time the track that is now down for over 24 miles makes better riding than that on the old Utah & Pacific," he said. "And heavy trains can make 35 miles an hour with ease and safety."

The road is now within 230 miles from Barstow and will have no doubt, be pushed through to a finish. The gangs are now at work in Clover Creek canyon, and there are a lot of good timbered places of work to be covered. Clover Creek canyon is not unlike Weber canyon, and is full of sharp turns that require some engineering. In all there are six tunnels in the canyon, which are splendid pieces of work and are timbered throughout; one of them is also lined with iron. The Clark people are working down on the Meadow wash and there is sure to be some trouble when the rival roads get together. There is a lot of work to be done yet in the canyon, including the building of a big trestle which will be sixty feet in height. Mr. Savage while on his trip took a number of interesting views of the scenery and operations down on the grade.

AMERICAN LOCOMOTIVES.

Sir Charles Wilson Says Contracts Were Given for the Best Engines.

New York, June 10.—The Times says: Sir Chas. Wilson, president of the Great Central Railway company of Canada, who was controller general of the national debt office of Great Britain from 1884 to 1894 and finance minister to Egypt from 1877 to 1879, is in this city, having just completed his annual inspection of the Grand Trunk railway system in Canada and the United States.

In an interview with a reporter regarding American and British locomotives in India and elsewhere, Sir Charles said: "I have read the strictures of Sir Alfred Hickman on the contracts placed by Indian railway companies with American firms. I have read also the statements of Lord George Hamilton, secretary of state for India, in reply. My opinion is that Sir Alfred Hickman will be informed that the British government placed the contracts for locomotives with American firms because it believed them to be the best—that's all."

Jumped From D. & R. G. Train.

Salida, Colo., June 10.—A man giving his name as C. N. Little and claiming to be a brother of the auditor of the Oregon Short Line, jumped from a train near Riverside, 30 miles west of here, while it was running at a high rate of speed, but was only slightly bruised. He was thought to be insane and was sent to the asylum at Pueblo.

H. B. KOOSER IS GOING TO DENVER

Commercial Agent of the Missouri Pacific Promoted.