PROVO.

PROVO, UTAH, JAN. 28, 1897.

Installation of G. A. R. Officers.

Last evening the officers of the Wm. T. Sherman Post No. 6, and Women's Relief Corps No. 5, G. A. R., were publicly installed in the M. E. church. The ladies of the Relief Corps entertained a nice luncheon, and a very pleasant evening was spent by the veterans and their friends. Judge Hay acted as installation officer of the Post, and Miss Josephine Kellogg as installation officer of the Relief Corps.

The following are the officers of the W. T. Sherman Post No. 6: Commander, James Williams, Springville; senior vice-commander, Frank Smith, Springville; junior vice-commander, Jos. M. Westwood, Springville; chaplain, M. B. Mead, Provo; officer of the day, G. H. Chappel, Provo; officer of the guard, J. K. Bishop, Provo; quartermaster, J. Blomfield, Provo. James Heim of Springville has been appointed adjutant commander by Commander Williams; other officers will be appointed by the commander. The officers of the Women's Relief Corps are: President, Mrs. M. C. Dougall, Springville; senior vice-president, Mrs. Major Berry, Provo; junior vice president, Mrs. Simmons, Provo; treasurer, Mrs. Kitty Hines, Provo; secretary, Mrs. M. M. Kellogg, Provo; conductor, Miss Annie Hines, Provo; assistant conductor, Mrs. S. R. King, Provo; guard, by Edith Hines; guard, by Mrs. Phoebe Jaques, Provo; assistant guard, Mrs. F. F. Bonham, Provo.

Matrimonial Complications.

Chas. E. Malmstrom of Mapleton has filed a suit for divorce against Laurentina E. Malmstrom. Plaintiff alleges that he married defendant in Wisby, Gotland, Sweden, in Feb., 1883, and that in May, 1893, she deserted him; he asks for a divorce on the grounds of desertion. Mr. Malmstrom is the man who last summer had his wife in the recorder's office. The instrument created considerable stir, in a social way, on account of the provisions it contained disinheriting the children in case they joined the Mormon Church or lived secret society, and also disinheriting his wife if she was not married at the time of his death. The wife referred to in his will, and the mother of his children, is not the wife named in the above complaint. The name is Matilda Malmstrom, and a short time after his peculiar will was filed for record she began a suit for divorce on the grounds of cruelty. She alleges that she married Mr. Malmstrom in Australia in 1885.

Mr. Malmstrom has also had in contemplation to get a divorce from the second wife, but better counsels prevailed, and it is now stated upon good authority that if he obtains a divorce from his first wife, who is still alive in Sweden, he will marry his second wife (their differences having been settled) and for her husband in law as he has for many years in some.

Notes.

At a meeting of the board of education, held Tuesday evening, it was decided to cut down the school year to three and a half terms instead of four, on account of the financial embarrassment caused by the depletion in the county school tax case. A resolution was also passed authorizing the return of $1,800.90 received from the county school tax.

Mrs. Jakeman, the county treasurer of Utah county, is now paying back to the taxpayers of Provo city the county school tax they have paid on Provo city property.

Joseph Murphy appears in the Opera house on the 2nd and John Dillon on the 6th, so Provo theater-goers are not going to be starved for fun.

Richard P. Carlisle, aged 23, and Zelne C. Mecum, aged 18, both of Alpine, have received a marriage license.

Dudley C. Cook has applied for letters testamentary in the estate of Nehemiah C. Cook, deceased.

Cost of a Train.

How many people who travel in trains ever think of the cost of running them. It will probably surprise most people who have traveled from London to Edinburgh to know that every mile of the journey costs the railway company over half a crown. The cost of the whole journey from the English to the Scottish capital is £30, says Tit-Bits.

The average cost of running a train in England is 2s. 7½. per mile, so that the fare being reckoned at 1d. per mile, a train with less than thirty-one passengers for each mile is run at a loss. There are few trains, however, that do not carry more than this number of passengers, and many of them carry the number doubled a dozen times over. It is necessary frequently to run trains that do not pay—usually in thickly inhabited country districts—but for every train run at a loss probably a hundred are run at an enormous profit.

Take, for instance, the journey from London to Edinburgh, which costs the railway company £30. The average number of "through" passengers in these trains is probably sixty, for which case the total fares would be nearly £100—a clear gain of nearly £70. When it is remembered that these trains run several times a day, and every day in the year, it will be understood what an enormous revenue a single train yields in the course of twelve months. Supposing the average number of passengers to be sixty, the midnight train from London to Edinburgh yields over £50,000 for dividend in a year!

The longest railway journey in the United Kingdom would probably be from Penzance, in Cornwall, to Thurso, in the north of Scotland, a distance of over 1,300 miles. A train running between these two places would exhaust an ordinary weekly salary for a whole year, the cost being in the last £700.

Irrigation.

It is fair to presume that the popular conception of irrigation and its possibilities is very slight and vague, with the mass of people living east of the Mississippi river, although it is the oldest system of agriculture known to the human race. The most and most productive portions of the earth have been cultivated in this manner for thousands of years and yet instead of the deserts population, it has increased to six hundred to the square mile in Italy two hundred and fifty to the square mile in Egypt, nearly five hundred, and so on.

This order of art was practiced by the ancient inhabitants of Persia, Palestine and Chinese, so the Chinese claims a part of the glorious fame of the maritime nations on the Mediterranean. The tablets of Omar, in Arabia are valued by antiquarians which supplied by inscriptions in the mountains, and a wonderful work of marvelous, consisting of the most of the walls and prisons of Persia, is proves to be conquerors. The plains of Assyria and Babylonia are covered with an immense system of canals, some of them hundreds of miles in length, devoted purely for irrigation and partly for navigation.

On the American continent the ancient inhabitants of Peru were found by their Spanish conquerors in the use of the most costly works for irrigating their lands. Prescott says: "Canals and aqueducts were seen spreading over the country, like veins, diffusing fertility and beauty around them." The Aztecs of Mexico also made use of similar means to protect the dryness of their abodes, and in the beautiful gardens at Tenajapan, watered by canals and reservoirs by the aqueducts, which are unknown in their own country.—A. Scott G. Evans in February Lippincott's.

LITERARY NOTE.

The novel in the February issue of Lippincott's is Under the Pacific, by Clarence Herbert New. Our Five Cents, by Edith Dunne; Old Tom of Newmarket, by Joseph A. Altsheler; A Forestry Idyl, by M. S. Paton; South Portland since the Fire, by R. G. Rolmer; Irritation, by Alice G. Evans; The Southern Side of the Industrial Question, by Frances Alice Dougherty; Sorry in Venice, by Clara Cantory, by Emily Baily Stone; A Vanished Civilization, by Henry Granville; The Dignity and Humor of Age, by Agnes Carr Sage; Gloves, by Elizabeth Ferguson Berg; Overdoing the Part, by Dr. Charles C. Abbott; and the poetry of the number, by Jennie Wright; Julia Ward Howe, by Mrs. G. D. Roberts, Clarence Urmy and Clinton Scollard, make a most attractive issue of the magazine.

DELINQUENT NOTICE.

Crown Point Gold and Silver Mining Co.

THERE ARE DELINQUENT UPON THE following shares of stock upon which the assessment No. 1 served October 1, 1896, the several amounts set opposite the names of the respective stockholders, as follows:

Name	No. of certificate	No. shares	Amt. assessed
William Bennett	205	100	$ 10.00
John and Pegge	203	100	1.00
J. F. Gates	98	50	
P. C. Gates	128	500	5.00
Jos. Hyrum Gates	127	1,000	10.00
Geo. M. Gittinger	152	250	
Geo. M. Gittinger	151	250	2.50
B. Gaffron	166	500	5.00
Elizabeth Rogers	95	100	1.00
O. H. Riggs	16	50	
O. H. Riggs	15	100	10.00
Samuel Schoenlaub	87	100	1.00
W. H. Wass	100	100	

And in accordance with the law and the order of the Board of Directors made on January 5, 1897, so many shares of each parcel of the above described stock as may be necessary, will be sold at the office of the Crown Point Gold and Silver Mining Co., Salt Lake City, Utah, on Saturday, the 27th day of February next, at 2 o'clock p. m., to pay the delinquent assessment thereon, together with the costs of advertising and expense of sale.

By order of the Board of Directors.

ARTHUR STAYNER,
Secy. and Treas. Crown Point Gold and Silver Mining Co.

First Publication of the notice, Jany. 23, 1897.

An ordinance amending Section 7 of Chapter 26 of the Revised Ordinances of 1893, relating to the speed of railroad trains within the limits of Salt Lake City.

Be it ordained by the City Council of Salt Lake City:

Section 1. The rate of speed of all locomotives, trains and cars operated by steam over the 20th West street, extended between Fourth South street and Third South street, in said Salt Lake City, is hereby fixed at the rate of not more than at the rate of twenty miles per hour, and the speed of all other cars or locomotives within the aforesaid limits at a greater rate of speed than twenty miles per hour is hereby prohibited.

Section 2. Any violation of the foregoing section shall render the offender liable to fine not to exceed $50.00, or imprisonment not to exceed 10 days, or both, in the discretion of the magistrate.

Section 3. So much of Section 7, of Chapter 26, of the Revised Ordinances of Salt Lake City, 1893, as relates to the speed of locomotives, trains and cars in all the portion of Salt Lake City, south of 20th West street, is hereby repealed.

Section 4. This ordinance shall take effect from and after its approval.

Passed by the City Council of Salt Lake City, State of Utah, this 26th day of January, 1897.

DAVID S. EMERY,
President of the City Council.

Approved this 27th day of January, A. D. 1897.

JAMES GLENDINNING, Mayor.

STATE OF UTAH,
City and County of Salt Lake, } ss.

I, David S. Emery, recorder in and for Salt Lake City, State of Utah, do hereby certify and attest the foregoing to be a true and correct copy of an ordinance entitled "An ordinance amending Section 7 of Chapter 26 of the Revised Ordinances of 1893, relating to the speed of railroad trains within the limits of Salt Lake City, passed by the City Council of said city on the 26th day of January, A. D. 1897, and approved by the Mayor January 27th, 1897, as appears of record in my office.

Witness my hand and the seal of said city this 27th day of January, A. D. 1897.

DAVID S. EMERY,
City Recorder.

(SEAL.)

SALT LAKE CITY, JAN. 7, 1897.

NOTICE IS HEREBY GIVEN THAT THE annual meeting of the stockholders of the Co-op Furniture Company will be held at the office of the company, No. 15 Commercial street, on Tuesday, the 12th day of January, 1897, for the election of a board of directors for the ensuing year, and such other business as may come before the meeting.

H. H. PETTIT, Sec'y.

STRAY FOUND NOTICE.

ONE LIGHT BAY MARE, ABOUT 7 years old, white stripe in face, both hind legs white, branded on shoulder like sketch. If the above brand is not known it will be sold at Provo, Nov. 6, 1896, to satisfy the Lehi Stock Association and Corey Brand.

JOHN G. MATTHEWS,
Pound Keeper.

STRAY FOUND NOTICE.

ONE BAY HORSE, ABOUT 7 YEARS OLD, no shoes, white on hind foot, brand like sketch, weighs about 1,000 lbs., will be sold to satisfy the Lehi Stock Association and Corey Brand.

JOHN G. MATTHEWS,
Pound Keeper.

TRUSTEE'S SALE.

WHEREAS, ANNA MAY CARTER, AND Ann Carter, her husband, by their mortgage bearing date of Third March, 1891, and recorded on the 19th day of March, 1891, in Book 3 of Mortgages, page 345, of the records in the office of the County Recorder of Salt Lake County, Territory (now state) of Utah, conveyed to the undersigned, the following described real estate, situate in said Salt Lake County, to wit: Lot 1 in Block 1 in the Hot Springs Addition to Salt Lake City, according to the official plat of said addition, and the right of way for a wagon road to Hot Springs, and the right of way for a pipe line, for the purpose of conveying water from said Hot Springs to said Salt Lake City, and the right of way for a wagon road and pipe line for the purpose of conveying water from said Hot Springs, and the said Hot Springs, and the said Hot Springs, and the