

ON THE RAIL.

The List of Accidents Undiminished—Minor Mention.

James Meagher, a prominent business man of Brainerd, Dakota, was struck and killed, on Friday last, by a Northern Pacific train.

On Dec. 13, a collision on the Chicago & Milwaukee road, at Winona, Wis., killed a brakeman named Sumner Brooks, and severely injured six other train men.

The total number of railroad accidents in the United States during October includes 82 collisions, 38 derailments and 6 other accidents—a total of 126, in which 120 persons were killed and 223 injured.

Pueblo, Dec. 15.—A Fort Worth freight train was ditched today twelve miles south of this city, caused by a rail having been removed by trackmen, who did not properly arrange for flagging. Half a dozen cars were smashed and the engine overturned.

The supreme court of Wisconsin recently held that a broken ticket with the words "Not good if detached" on it was good if both pieces were shown to the conductor, and awarded a verdict against the Northwestern road of \$300 for putting a passenger off under such circumstances.

A railway official is quoted as saying that it now required a mechanic as well as a reliable man to be a brakeman on a passenger train, on account of the many improvements in the way of couplers, air-brakes and the heating of coaches by steam from the locomotive, which have been introduced of late years.

Haigler, Neb., Dec. 1.—A H. Nerdyke, of Dakota County, Neb., father of Mrs. James Ferrier, of this place, was killed by the east-bound passenger train this afternoon, while walking on the track, about five miles of here. He was an aged gentleman and deaf, and could not hear the signal given by the engineer. Before the train could be stopped he was struck and instantly killed.

Cheyenne, Wyo., Dec. 15.—J. N. Shanks, agent at this place, who has been with the Union Pacific company for the past twenty years, turned over his position yesterday to C. W. Sweet, his assistant. Mr. Shanks goes to Denver to take the position of agent for the Rio Grande. Alex. McGregor, roadmaster of the Nebraska division, has resigned to take a position under Superintendent Denel at Pueblo.

A dispatch from Matamoros, Mex., says: Advice from the City of Mexico says the federal government is disposed to do all that is possible to force the early completion of the Matamoros and Monterey railroad direct to the latter city; also that there is a favorable disposition towards the scheme for a railroad line from Bagdad, at the mouth of the Rio Grande, to this city, and a good chance that the charter for the same will be granted. The idea, however, of closing the "Sona libre" and all the frontier custom houses as far up as Guerrero is not looked upon with favor, and President Diaz says that he sees no constitutional right to take away the privileges of the river towns for the benefit of Matamoros.

The contract for the construction of the Lake City branch of the Denver and Rio Grande was awarded recently, but the management of the road will not say to whom it was given. Work will be commenced in a few days and pushed to completion. The cost of grading and laying the track will be fully \$500,000. Already grading has been done on the line which runs up Lake Fork stream. In addition to this the Rio Grande will build a line from Glenwood Springs to Rifle creek, a distance of thirteen miles. It will run along the valley of the Grand River to New Castle, and penetrates the valuable coal lands which lie in this section of the state. The Rio Grande has been contemplating the construction of this line, as the benefits in the way of coal shipments which they will obtain will in a short time pay for the building of it.

THE ELECTRIC RAILWAY.

The electric motor railway on the new bridge has been in operation six days, and for six days this remarkable conveyance has been studied by thousands of people. Than the mysterious power which gives these cars motion, no less fascinating is the deep interest with which it all is regarded. Since the first day, every train on every trip has been crowded with passengers. It is stated by an attaché of the road in a position to know that during the past six days—each train's hourly receipts have averaged \$25. These trains are usually made up of two coaches, in the foremost of which is situated the little yet very intricate machinery which propels the train. The crew is composed of two men. One is honored with the title "conductor," the other is content with simple "motor man." The latter takes the place of engineer or gripman, and manipulates the little brass crank located on either platform of the motor car, which turns on the lightning and sets the train in motion. The distance of this line from Tenth and Douglas in Omaha, to its terminus in the heart of business in Council Bluffs is four miles. The time in which the trip is made has so far been various. One train on Tuesday night made the trip in sixteen minutes,

which would be a mile in four minutes. It is pretty safe to estimate the ordinary time to be 25 minutes, though some claim they can with ease make three single trips an hour. When the signal to start is given the conductor loosens the rope which holds the wheel and rod above the motor car down from contact with the wire overhead, the rod flies upward, and the wheel on its end strikes in position on the wire. The motor man turns his crank slowly and the train starts off at an easy gliding rate similar to the first start of a railroad passenger train. Wider and wider the valve is opened, and faster the motor goes. So great is the electrical current that in the darkness one can see along the wire, where the tiny wheel touches it, a plain flash of lightning, reminding one of the flare of a match. Different far is its motion from a cable car. On the latter, as soon as the grip takes full hold of the cable, the cars speed along at the highest rate of speed attainable. The electric motor moves slowly at first, and gradually faster and faster as the mood of the motor man may dictate. It is not difficult for a passenger to determine the locations of the powers that be. The ride is rougher than that afforded by the cable. This is explained by the fact that the grip's catch on the cable holds the grip car, and thus the train, firmly to the rail. There is on the electric motor nothing to hold the cars to the rail save their own weight and speed. From Omaha to the eastern end of the bridge there is but one track. At the last bridge approach the track becomes double, and from there to the terminus in Council Bluffs the trains have full and unobstructed way. The trip across the bridge is made at a moderate rate of speed. Once across the structure, however, the valve is pulled wide open, and across the low and level land of the bridge addition the motor and its mass of human freight flies at a rate equal to any freight train.—*Omaha World*, Dec. 10.

President Millard R. Jones, of the Salt Lake Valley & Eastern, Nebraska & Western and Wyoming & Eastern, in a recent interview, after speaking of the surveying work of the past season, says that work will begin at Sioux City early in the spring, and also at other points. The newspapers have it that we hope to complete the line in two years. It will be very much disappointed if we do not have it completed in eighteen months from the time we begin. It will be much more easily constructed than the other transcontinental lines, and then the distance between Sioux City and Ogden will be shortened 150 miles by following any one of our three surveys. With a grade that averages fifty feet to the mile, and with light curves, we will be prepared to bid defiance to all transcontinental opposition. We will be able to run our trains much faster and at lighter expense than competitors can expect to operate on roads already constructed.

"Will it be controlled by or run in connection with the Illinois Central or Central Pacific?"

"Positively, no. We want to and hope to be on terms of amity with all connecting lines. There was a time two years ago when the Illinois Central could have controlled this line but the opportunity is past. We build independent of other railroad influences. We expect our business to be handled as business by other lines. The advantages I have stated in shortness of route and operating expenses make us independent of their influences."

Governor Moonlight of Wyoming makes the following reference to the project in his annual report: Much speculation is indulged in throughout the territory regarding the Wyoming and Eastern. This corporation promises to revolutionize the overland in the course of a few years. It is given out by high authority that the road will be built. As a guarantee of good faith the company has already expended \$100,000 in surveys, maps, etc. The purpose of the company is to build a road from Salt Lake City to Covington, Nebraska, over the best route and in the shortest number of miles. The route is through the Sweetwater valley, passing through Devil's Gate and South Pass. The point of crossing the Platte River has not been determined. The company has secured a large area of coal land on Twin Creek. The oil and coal fields of the Rattlesnake district will be tributary to the line, as well as the grazing districts of Wyoming and Nebraska. The company will be a powerful help in developing these industries, as well as the mining region of the Seminoe, with its mountains of iron ore and the soda lakes of the Sweetwater. The company possesses ample means to carry out its projects. The president and attorney of the company are now in Wyoming, personally superintending operations. They declare that neither the Illinois Central nor the Milwaukee are interested in the road. It is backed by New York capitalists and business men with money and brains, neither of which will be spared to accomplish that end.

A dispatch from Portland, Me., says: The Portland company has had men actively at work on a novel invention, called the bicycle locomotive, for some three weeks now, and although it is fast nearing completion, considerable yet remains to be done upon it. Its boiler is shaped about the same as the common locomotive boiler, not differing much in length, but rather smaller in diameter than that of a railroad

locomotive. Its fire box is deeper and the cab will be two stories high, the fireman occupying the lower and the engineer the upper story. It has two cylinders of the same shape, but a little smaller than the ordinary locomotive cylinders, located quite close together under the part of the boiler farthest from the cab. Then under the middle of the boiler is one giant, steel-tired driving wheel. It is eight feet in diameter, and was cast at the Portland Company's foundry last summer. The tire is deeply grooved, and on either side of the great driving wheel is a crank, to take the place of the treadles of a common bicycle. The pistons of the cylinders are attached by means of a driving rod to the cranks, and by the power of steam the novel railroad bicycle will be propelled. It is claimed, anywhere from 100 to 200 miles per hour. It will cost from \$10,000 to \$15,000, perhaps more, and will weigh about 25 tons. The inventor is E. Moody Boynton, and he is very enthusiastic over it, and seems to have plenty of money with which to carry out his ideas. The cars will also be made to run on the rail, and will be two stories high to correspond with the cab of the bicycle locomotive, which will be 16 feet high. To prevent the whole thing from toppling over, the track will be built with a rail above as well as under the train. The upper rail will be supported by strong iron columns planted on either side of the lower rail at a sufficient distance apart to allow the train space to pass between them. Grooved wheels of a small size as compared with the driving wheel will be fixed to the top of the cars, and locomotives will be run on the upper rail. It is claimed that by this arrangement the friction will be much less and, therefore, the train can be propelled faster and with less power; the expense of constructing the road bed will be much less than the cost of the roadbed of the railroads of the existing system, a very narrow roadbed being all that is required.

BIG RAILWAY SCHEME.

A Proposition for a Gigantic Consolidation.

The Chicago Times of Dec. 17 has the following:

Another conference of railroad capitalists is to be held in New York this week to consider ways and means of saving their western properties from the bankruptcy which threatens them. The big clearing-house scheme sinks into absolute insignificance in comparison with the project now under consideration, which contemplates a deal of such gigantic proportions as to seem visionary and impossible of execution at first thought. But there is no doubt of a serious intention to carry it out, provided a sufficient number of interested capitalists can be brought to look with favor upon it, and it is understood that strong efforts will be made to consummate the deal at the forthcoming conference.

The proposed plan is the same that was somewhat vaguely referred to a week or two ago, but since that time it has assumed a more definite shape. The purpose is to form a company in which is to be concentrated the control and management of all the railroads or at least all important ones west, northwest and southwest of Chicago.

The plan calls for a deposit of stock and a union of the interests of all the shareholders in the various roads. The stock may be exchanged for equivalent shares in the Central company, the holder being guaranteed certain dividends. This central company is to control all the lines in the vast territory named and manage them for the benefit of the stockholders.

Under such an arrangement there can be no more rate wars, and the cutthroat competition that has done so much to demoralize all kinds of business in the west, and has especially brought some of the railroads to the verge of financial disaster, will be a thing of the past. A gentleman whose knowledge of this subject would not be questioned if his name could be given here, was induced to speak of the proposed scheme the other day. He said:

"It is not designed to consolidate all the roads, but to form a stock company and lease the various lines in order to bring them all under one controlling power. If the plan looks chimerical, remember that Jay Gould, C. P. Huntington, W. B. Strong and many other leading financiers of the country who command untold millions, are at the bottom of it. It can be done and, in my opinion, will be done. Furthermore, it is a legitimate transaction, and so far from trespassing on any law now in existence, it is doubtful if any law can be enacted that will prohibit the incorporation of such a company or deprive a railroad company of the right to lease its property. It is true that the railroad managers, almost to a man, are opposed to the scheme, but it is only natural that they should be, since it is calculated to rob them of much of their power. But it is the owners of the property who are responsible for this plan, and the opposition of the managers will not count for much."

"The fact is, something must be done, and that quickly. We all know that several great railroads of the west are tottering on the verge of bankruptcy, and that if the present conditions prevail eighteen months longer they will all go to the wall. Look at the Atchison, Topeka & Santa Fe, one

of the greatest railroads of the globe. Its financial statements show too plainly whither it is drifting. The Rock Island has been going down hill so rapidly during the past year that its stockholders have good cause for alarm. The St. Paul's troubles are so well known that I need not call your attention to them. The collapse of any of these great corporations is to be dreaded; and if something is not speedily done to meet the threatened disaster, the chances are that the country will soon be in the midst of a commercial panic that will eclipse the famous Black Friday of 1873."

The Gould, the Huntington and the Atchison systems are committed to the project, and many smaller roads will, no doubt, follow where they lead. The Southern Pacific, Union Pacific, and Northern Pacific are said to be in favor of it. President Cable of the Rock Island, and probably President Perkins of the Burlington, will be present at the conference in New York, as will also Commissioner Midgley, to whom will be referred the details of the plan. As in the clearing-house scheme, the movement is distinctly one of investors, and from the best information that can be obtained, it appears that the prominent stockholders of nearly all the great western lines are interested in it.

THE CHURCH IN LONDON.

Report of a Conference From a Special Correspondent of the "News."

Editor Deseret News:

Early Sunday morning, Dec. 2nd, your correspondent, in company with President Ballard and other brethren, started for Whitechapel, where the Saints have a very nice assembly hall. It was conference day.

Most of the local Saints came together during the time. There were also twenty Utah boys, including the President of the European mission, Apostle George Teasdale, and Brother McAllister, of Liverpool.

After singing and prayer, the president of the London Conference, Brother Ballard, opened the exercises of the day. He was thankful, he said, for the opportunity of meeting with the Saints in the vast metropolis of London. It is our solemn duty to go out and warn the nations of the earth against the judgments to come; and we must thank God that we are counted worthy to suffer even persecution while we are engaged in this glorious work. We must feel like our Savior when He said, "Not my will, but Thy will be done, O, Father!" Our lives must be in accordance with our profession as Saints.

REPORTS

were then given by various brethren who had been laboring in the London Conference.

Brother Green said that the district where he and Brother Wood had been working was almost "frozen up." There was nothing to encourage him in the work except the knowledge that he was doing the will of God. Everybody scoffs at the Saints. No one will listen to what we have to say. Tracts have been distributed in almost every house, but none have come out to embrace the Gospel.

Similar reports were given by other brethren. In some places were known to live Saints who, although they have their names on the books, and profess to feel well, yet never come to meetings or partake of the Lord's Supper.

Brother Lange had rejoiced exceedingly in his labors in this Conference. He had labored in no district in particular, but had had much pleasure in the outdoor meetings. In these the Gospel had been preached to hundreds. Sometimes we have been mobbed, but in all the missionaries had rejoiced, and enjoyed the presence of the Holy Ghost.

The branch in Brighton was reported to be very active and full of vitality. The members of that branch had commenced to commit verses of Scripture to memory, and many were now quite well versed in the Scriptures. They paid their tithing, and saved money for emigration. There are about fifty Saints in this branch.

Brother Corrick had labored in the Whitechapel district and could say that the Saints in this, as a rule, are enjoying the spirit of the Gospel. He felt that it was necessary for the Saints to know and fulfill their duties; for as Saints we have made covenants with God which must not be broken. The outdoor meetings have been attended with good results. The North London branch are, as a rule, alive to their duties. They attend their meetings as regularly as they can. Some profess to be Saints; but they are, as it were, lost. Some have not seen an Elder for 27 years.

Apostle George Teasdale—I do not know that there is any necessity to be discouraged, although we have heard some bad reports. We are here to preach the Gospel. Whether any become converted or not is not our business. We are seeking for the house of Israel, because God has promised to gather His people before the judgment shall be executed. What is worse than failing to convert people is this: that those who say they know the truth of the Gospel do not live up to it. This is fearful. It is of no use trying to be hypocrites; particularly in our work. We gain nothing by it but the scorn of the

world while we live, and the scorn of Saints when we are dead. Such people are stumbling-blocks to the rising generation. People not living their religion are the real cause of apostasy and denision of the Gospel. The only thing that redeems us is to live honestly. Troubles come only from transgression. Those who love the law of God will be remembered by God, and have joy in their hearts. In all my travels I have found this. Our mission to the people is to warn them, and call upon them to repent. We do not meet with many persons who are really hungering and thirsting for the kingdom of God. Of course we occasionally find one; but as a general rule, we do not. We need not, therefore, be at all discouraged. We go and ask people if they want the Gospel. If they do not, no harm is done. Opposition is nothing new. Christ encountered opposition, and His first followers had a very bad reputation. We need expect no more. The Elders ought to keep a record of their doings. They ought to take down the number of each house where they have been received, and where they have not, so that other Elders need not go over the same ground. The Gospel shall be preached to every creature. Do not be discouraged, my brethren. Do your duty. If you want eternal life you will have to work for it. God will not force it upon anybody. We are God's children, and have a right to know the will of God; but we must live our religion, and act for our own benefit. God bless you all.

A hymn was then sung, and the benediction pronounced.

THE AFTERNOON MEETING

commenced with the singing of a hymn, and prayer by Brother Kirkham. The Sacrament was then administered.

The statistical reports contained the following figures, showing the number of Saints in the London Conference: 2 High Priests, 14 Seventies, 61 Elders, 23 Priests, 19 Teachers, 17 Deacons and 437 members; 54 had been baptized during the year and 70 emigrated.

Brother Snow was the first speaker. He said he had been blessed in all his endeavors to labor for the furtherance of the kingdom of God. He had met with some opposition, but nothing to speak of. He had also made it a chief point to lead back again to the Church such individuals as, for various reasons, had turned away.

Brother McAllister said he had enjoyed his labor in the Liverpool office very much, feeling that he had been called by God to perform that work. It had brought peace and joy to his heart. When the Saints left their old homes in order to go to a new country where the Saints were spoken against by everybody, they cheerfully sang: "Babylon, we bid thee farewell," for the Saints know that they are following their Savior, and doing the will of God. He further admonished the Saints to keep the commandments of God, and test God's promises.

Brother J. M. Sjodahl exhorted to faithfulness in the cause of God. There was no danger in trusting God and standing on His side. All the danger is on the side of the world. We have now, as Saints, arrived to a point when true valor in God's service is needed. We need some more Daniels who dare to stand alone, even if the lions' den is open before them; and we must know that, if we have to suffer, Christ is our Example. His way to exaltation was laid over Calvary.

President Ballard bore his testimony that God had again spoken from the heavens. Joseph Smith was as much a prophet as any that ever lived. This he knew to be true, and with us it remains only to be faithful in all things.

The services were closed by singing the hymn, "We thank Thee, O God, for a prophet," during which a collection was taken up, and the benediction was then pronounced.

After this service refreshments were served to the Saints in the basement of the building. While these were freely partaken of, bands were shaken warmly, acquaintance formed, and a couple of hours were spent in pleasant social intercourse. A picture was shown to the visitors representing nine sisters, the first Relief Society, we were told, organized in Europe. The names of these sisters are: Mrs. How, Mrs. Whelpin, Mrs. Young, Mrs. Spilman, Mrs. Davies, Mrs. Clarke, Mrs. Garner, Mrs. Ames, Mrs. James. The society was organized fourteen years ago by Bishop Burton.

THE EVENING MEETING

was very well attended. The principal speaker, Apostle George Teasdale, read Matthew v. 13, and said—I presume the Saints know these words are spoken to them. Disciples are expected to act like their Master. The glory of God is intelligence. It is better to do right than wrong, although some think it smart to sin and cover up their wickedness. But there is no such thing as secret sin. There are living intelligences who are as cognizant of all our acts as if they had been done in broad daylight. The pure in heart are blessed, for they shall see God. It is difficult to control our tongue, but we shall be brought to judgment for every idle word we utter, and must therefore guard against speaking what is idle or superfluous. So must we also guard our thoughts. Man is a dual being. Body and spirit constitute the soul; and there are two sides to our character. Some are very pleasant to associate with, but even