

## TEACHERS HAVE RETURNED HOME

Their Convention the Most Successful Ever Held by Them.

## SALT LAKE CITY NEXT YEAR

Association Thinks This City a Good Place for Its Meetings—Speers Method in Colorado.

After the most successful and instructive convention ever held by it, the State Teachers' association has adjourned to meet in Salt Lake City again next year.

At the afternoon session yesterday Prof. Moshall Hall of Logan, read a paper on "the county superintendent," and it was followed by a discussion led by Prof. Brimhall, of Provo, and Supt. Porter of Davis county.

Prof. Wm. M. Stewart read an interesting paper on utilitarianism as opposed to culture in the matter of education. Practical rather than theoretical training was the need. The two were, in reality, united, except when superficially viewed.

Prof. Kerr spoke in defense of culture in the school training.

H. L. A. Culmer, of the art institute, made some interesting remarks regarding the state of the committee on resolutions then reported. The state was congratulated on the success of the convention and a eulogistic reference was made to the work of the late Prof. T. B. Lewis, a pioneer in education in Utah.

Thanks were extended to Dr. Jordan, Miss Jordan, Miss Barry, the Church of Jesus Christ of Latter-day Saints, the board of education, regents and faculty of the State University, the press, the chorale choir, the art institute and to the railroads, for courtesies extended.

An appropriation of \$25 was made to the secretary, and the treasurer reported a balance on hand of \$27.12, after paying all expenses, including \$200 to Dr. Jordan.

The new officers were then duly installed. President Allison expressing gratitude for the hearty co-operation of the members with him, and President Van Cott returning thanks for the honor done him in electing him president.

After singing America, the convention adjourned, and then followed a season of handshaking and farewells.

**SPEER METHOD.**  
Division of Sentiment Regarding It Among Colorado Teachers.

The Speer Method of teaching arithmetic, which has been one of the features of the teachers' convention just closed, and which has been gaining ground all over the United States of late, does not meet with entire approbation in Colorado. Indeed, at the teachers' convention in Denver, which closed last night, the committee on arithmetic condemned the basic principle of the Speer method, setting forth that "the fundamental thing in arithmetic is not ratio, but a number series."

The Speer method of teaching the lower processes of arithmetic by means of objects, however, is indorsed by the Colorado teachers.

A minority of the committee put in a separate report, which endorsed the Speer method throughout, and from the report of newspapers, it would seem that the minority report stood some chance of adoption when it should come before the whole convention.

**THE CHRISTMAS "NEWS."**  
Receives Words of Kindly Praise from Country Contemporaries.

Millard Progress: The Desert News issued a large and handsome Christmas number, which had the appearance of a financial success.

Clear Lake Review: The Christmas edition of the Desert News was a very creditable one.

Mercur Miner: The Christmas number of the Desert News was a large and handsome edition. It contained a very complete write-up of the mining, industrial, commercial and educational interests of the state and was handsomely illustrated.

Toledo Transcript: The Christmas number of the Desert News is really one of the best papers ever published in Utah. The contents are of such a variety and of such an interesting nature that it is not only a magazine of information but a marvel of mechanical ability.

**ANDERGARTEN WORK.**  
By the sanction of the Bishopric of the Thirteenth ward and the assistance tendered by Superintendent Heber Goddard and his aids in the Sunday school, Anna Thomas Piercy recently organized a kindergarten department in connection with the Sunday school. Sister Piercy is a graduate of the State University. She also assisted in that department of the University as a teacher, and taught one year in the Church schools. The class was organized with a membership of ten pupils; but has, in so short a time, increased to an attending membership of thirty-five. Bishop N. A. Emery and the Saints of the Thirteenth ward, are very much gratified over the growth of the class and the promising results that will be derived from this department of learning. An invitation is extended to all the little folks of the ward to visit it.

**NEW LINE TO MERCUR.**  
Telluride Power Company Will Project Its Lines to That Place.

The new line for the Telluride Power Company is being strung from Provo to Bureka and thence to Mercur, says the Mercur Miner. The new wire replaces the solid aluminum wire that was taken down a few weeks ago on account of its unsatisfactory character. The new line is a cable composed of seven aluminum wires with the same cross section as the old wire. It is not wound on an iron core as was at first contemplated, but is so up between the two metals. The line is about 89 miles in length and the stringing of the wire is slow work in cold weather. The work will be completed about February 1st. Mr. Woodhouse tells us that the power plant in Provo canyon is in excellent shape for cold weather and they look for no interruptions this winter. About \$75,000 has been expended the past summer in extending their lines and putting snow sheds over exposed portions of the line. The ice has been worse this winter than last but they have had no trouble from this cause as they did last winter.

## THE STREETS TO BE CLOSED UP

Provided the Petitions of the Railroad Companies are Granted.

## MAY CAUSE INCONVENIENCE

To Road Travel, but Companies Claim It Will Lessen Danger to Vehicles and Pedestrians.

The petitions of the Oregon Short Line, Rio Grande Western railroads and of the Union Depot company have been put away by City Recorder Backman for action by the incoming city administration. There is no doubt but as soon as the new municipal officers get fairly to work they will dispose of the matter just as rapidly as a proper consideration of the subject will admit and the petitions will be either granted or denied.

The Oregon Short Line asks that the city close to public traffic all of South Temple street from Third West to Fourth West, and the east half of Fourth West street from South Temple to First North, and that the railroad company be allowed the use of these areas for track purposes.

The Rio Grande Western requests that Second South street from Fifth West to Seventh West be closed for its use for trackage purposes.

The Union Depot company prays that Third South street be closed up at its intersection with Fourth West street, and that the Fourth West street, between Second South and Fourth South streets be denied to public travel; also that the company be granted a right of way for a main track along Fourth West street to points from which the present main lines can be reached at the north and south sides of the city.

It is admitted that the closing of these streets will entail some inconvenience to the road-using public, but it is also contended by railroad men that the convenience of a Union depot and the reduction of the grade crossing danger to a minimum will more than offset this inconvenience.

However these matters may be viewed by the city administration, all citizens will be glad to see the question decided one way or the other at the Union depot.

**NEW LINE WEST.**  
Talk of a Road From Salt Lake to Los Angeles Renewed in Chicago.

The once-projected railroad line from Salt Lake to Los Angeles, which at one time was almost assured, is again being talked of in the East. That there will be a line from Salt Lake to Los Angeles is beyond question, and that its construction will not long be delayed is a reasonable supposition. Whether the Burlington people shall be at the back of the enterprise is a question, but some early action by reliable parties is surely the cause of the talk indulged in as to the proposed construction. The Chicago Record today says: Another railroad to the Pacific coast is a strong probability. Several Eastern capitalists and promoters have been in this city for two or three days, and it is said that they are considering plans for the construction of such a line. Among them is William Miller, and he has admitted that his business in Chicago at this time is in connection with traffic matters and a new Western road.

It is said that a line from Salt Lake to Los Angeles, Cal., is in mind, and that the building of it practically has been decided upon. The plan is to construct almost direct to the California city, traversing the most fertile or encouraging portion of western Utah and the southernmost part of Nevada. On it is said that among the capitalists interested are men prominently connected with Western and Southern railways.

**VESTIBULE CARS.**  
Rapid Transit Street Railway Will Soon Put Some On.

The Rapid Transit people have ordered some new cars, and they are to be of the vestibule class, to comply with the state law, which requires that all new cars purchased by the street railway companies shall be vestibuled. The new rolling stock coming on for the Rapid Transit is of the most improved and comfortable kind, propelled by means of the latest get-up.

People living on the Calder's Park line of this company are very much crowded on cars running out that way in the evenings at 6 and 7 o'clock. On last night's 7 o'clock car fifty-five fares were run up—and the car was a small one, capable of carrying twenty seated passengers at a close pinch. It is hoped that when the new cars arrive the pressure will be somewhat relieved.

**TELLING THEIR TROUBLES.**  
D. & R. G. Grievance Committees Meet Officials in Denver.

Three grievance committees from as many different departments of service on the Rio Grande road are now in Denver and a fourth was expected before the close of the day.

The telegraphers' committee is in session at the Board of Trade building with General Superintendent N. W. Sample and Division Superintendent J. J. Burns, while the engineers and firemen are presenting their complaints to the superintendent of machinery at the Burlington. A conference of the affiliated branches of the service is scheduled to take place at no later a date than tomorrow. The engineers are not in the federation, but all other orders on the Denver and Rio Grande are associated in the common cause. It is claimed that there can be no serious

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Heat Rash, Inflammation, Itching, Irritation and chafing, undue or excessive perspiration, and many other sensitive cases, leading to cooling, purifying, and refreshing as a bath with CUTICURA SOAP, followed in the severer forms by gentle anointments with CUTICURA, the great skin cure and purifier of emollients.

CUTICURA SOAP is derived from the most effective skin purifier and is sold in the form of a bath and is used for the face, neck, and arms. It is the best of the world. CUTICURA SOAP, Cuticura Soap Co., Boston. "How to Use Cuticura Soap," free.

**RAILROAD NOTES.**  
Now for the benefit of the "annual."

Traffic Manager Eccles has returned from Idaho. Cheyenne expects much from the prosecution of the Union Pacific contemplated improvements.

Railroad offices were closed early today and will remain shut up until Tuesday morning.

L. O. Leonard, traveling freight agent of the Buksaw route, passed through the city yesterday, en route to the east. He will stop at Chicago, Denver, Kansas City and Omaha.

Green River, Utah, on the Western, is experiencing quite a boom on account of the completion of the big irrigation canal, and the inauguration of a steamboat service between that town and Moab, for the accommodation of passengers to the Lake and Blue Mountain mining districts.

Additional home-seekers' excursions have been authorized from Missouri river points and east thereof to Utah and Idaho on Jan. 2 and 16, Feb. 6 and 20, March 6 and 20 and April 2 and 17, 1900. These excursions will be handled at the usual rate of one single fare for the round trip.

The Mercur road did a big passenger business during the holidays. They sold about 150 tickets. There were three coaches filled with passengers on Sunday.

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One of the interesting questions which it is said will be presented to a final hearing, says the Denver News, is the discharge of Engineer Herring, whose engine blew up on the second division three or four weeks ago. It is according to his brethren, was in no way to blame for the explosion. It is claimed that the engine was well supplied with water and that neglect in the shops was the cause of the explosion. The engine, according to alleged experts who are interested in the case, was standing on perfectly level track at the time of the accident, and was not pointing up hill, as was claimed at the time of the hearing. The discussion in the case of the discharged engineer, who has seen forty years' service at the throttle, promises to be highly exciting.

The telegraphers are expecting a scheduled which will hardly be recognized when placed beside the one now in existence. The present schedule was signed eight years ago, and the growth of business and especially of smaller towns on the line of the Denver and Rio Grande has made a thorough overhauling necessary if the desires of the men are met. In some cases the amount of work at stations has been doubled while salaries remain at the old standard. In others, new stations have been established for which a modern schedule is asked. The care of switch lights is something which the telegraph men object to, as they say it is not a part of their business and cannot properly be interpreted as under the schedule. Judging by the progress which was made yesterday, it is the opinion of the men that the telegraphers will include their work within a very few days if not already.

One of the chief complaints of the firemen is that engineers are brought from other lines and installed ahead of firemen who ought to be given opportunity of advancement.

President E. T. Jeffery returned yesterday and did not proceed to the Pacific coast as was expected. He is at his post this week preparing to meet the representatives of the associations to call upon the president once a year even though it be for no reason than to extend friendly greetings. The press of business on the Denver and Rio Grande has made it necessary to keep every man at his post for months past and to use every possible energy of the motive power. The urgency has been so great on the motive power that engines have been kept going night and day and engineers have had no opportunity for the ordinary relaxation. Four or five hours rest has been the rule in many cases.

Some of the early action by reliable parties is surely the cause of the talk indulged in as to the proposed construction. The Chicago Record today says: Another railroad to the Pacific coast is a strong probability. Several Eastern capitalists and promoters have been in this city for two or three days, and it is said that they are considering plans for the construction of such a line. Among them is William Miller, and he has admitted that his business in Chicago at this time is in connection with traffic matters and a new Western road.

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## "77"

"77" consists of a small vial of pleasant pellets, just fits the vest pocket. "77" cures by restoring the checked circulation (indicated by chill or shivering); starts the blood coursing through the veins and so "breaks up" a cold or the

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**LIKE ITS BIG BROTHERS.**  
The Little Mercur Road is in the Fashion With a Smashup.

The Mercur Mercury records the fact that the first smash up on the Mercur railroad occurred about half past nine last Wednesday evening. Conductor Harrison, with Engineer Sterling and Fireman Norden, were coming down to the depot with three heavy freight cars. They were going down at a pretty good speed and in going past the best of the engine, he rolled down the bank and crashed into a freight car. The engine got a tighter grip on the lever and stuck to his seat and came out all right. The conductor saw that a smash up was bound to come and dropped out of one of the freight cars. The top of one of the freight cars. The tank was thrown off and rolled down the hill. The trucks under the fire box were smashed up and the front of the engine was broken in by the bumpers of one of the freight cars. The side driving shaft was also broken and some other breaks were sustained, but it will not take much time or expense to put the engine all right, although the tender is not much hurt. The engine is No. 3, one of the new ones and until now it was repaired the other engines will have to do double duty.

**SUNDAY AND CLEAR CREEK TRAILS.**  
Today the Rio Grande Western began running accommodation trains to the Sunnyside and Clear Creek coal fields, and will continue this service hereafter. This schedule is in operation:

For Sunnyside the train leaves Helper at 8 a. m., leaves Mounds 9:35 a. m., and arrives Sunnyside 11 a. m., leaves Sunnyside 2 p. m., leaves Mounds 3:40 p. m., arrives Helper 5:40 p. m. Price is to be between Helper and Mounds and thus secures an extra train to Helper and one to Mounds and Sunnyside.

For the Clear Creek mines train leaves Helper at 8:30 a. m. and arrives Clear Creek at 9:10 a. m. Leaves Clear Creek at 11 a. m. and arrives Helper at 12:10 p. m.

**Delayed by Week.**  
The Butte and Portland express on the Oregon coast, which should have arrived here at 9:55 this morning, was four hours late on account of the wreck of a freight train on the division west of Pocatello.

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## NATIONAL LIVE STOCK MEETING

Convention to be Held at Fort Worth on January 16.

## UTAH'S REPRESENTATION.

It Promises to be Quite Large—Jesse M. Smith, G. E. Wantland and A. E. de Rique among the Speakers.

The following is the order of business to be followed at the meeting of the National Live Stock association, to be held at Fort Worth, Texas, commencing Tuesday, January 16, 1900.

**TUESDAY.**  
Convention called to order, Greenwall Opera house.

Prayer—Dr. Luther Little.  
Address of Welcome—Gov. J. D. Sayers, of Texas.

Mayor B. E. Paddock, Fort Worth, Texas.  
Response—Mr. D. W. Smith, Illinois.

Roll call and approval list of delegates.  
Annual address of President, Hon. John W. Springer, Colorado.

Recess.  
Annual report of executive committee. Consideration of report.

Introduction and reference of resolutions.  
"Conditions of the Industry in United States." Five minute talks from delegates from each state.

"The Cattle Industry of Canada"—Mr. Henry Wade, secretary, Dominion Short-horn Breeders' association, Toronto.

"The Next Live Stock Census." Hon. L. G. Powers, department of agriculture, Washington, D. C.

Tuesday Evening—Smoker at the Hotel Worth.

**WEDNESDAY.**  
Convention called to order.

Reports of committees.  
Introduction and reference of resolutions.

Consideration of resolutions.  
Address—Mr. Alvin H. Sanders, editor Breeders' Gazette, Illinois.

Address—"Live Stock as Chattel Security." Mr. A. E. de Rique, Colorado.

Address—"Railway Rates." Mr. T. W. Tomlinson, Illinois.

Address—"The Broadening Markets for Live Stock Products." Col. John F. Hickox, editor National Provisioner, New York City.

Address—"What Have Short-Horns Done for the United States?"

Address—Mr. T. F. B. Sotham, "Here for Missouri." Address—"Blackleg." Dr. Victor A. Norgard, Washington, D. C.

Recess.  
Introduction and reference of resolutions.

Resolved: "That such of the public lands of the United States that can be utilized for grazing, should be subject to lease by stock men who are citizens, at a reasonable rental, and under such conditions as will tend to preserve the grasses from the destruction and improve the value of the grazing thereon."

Address—Mr. J. K. Carey, Wyoming.  
Address—Mr. William C. Sweeney, South Dakota.

Address—Mr. D. H. Stickney, Wyoming.  
Address—Mr. C. E. Wantland, Colorado.