

## WITHIN EIGHT MILES OF MALAD.

Tracklayers are in sight of their goal on the New Oregon Short Line Branch.

### HAVE NEVER SEEN A TRAIN.

Some residents of the section will gaze upon a locomotive for the first time.

(Special to the "News")

Malad, Ida., Sept. 25. The railroad within eight miles of this place and track laying is progressing at the rate of about 4,000 feet per day, so it is figured the road will be completed a few days after the first of October.

Although a committee was appointed at a recent meeting of the town board to arrange for a celebration, not a move has been made in that direction and it is now believed to be doubtful if anything in the way of a formal welcome to the iron horse will be attempted.

There are some progressive citizens in Malad, but a very large portion of the population is content to run along in "the old rut."

This town has a population of about 1,500 people, some say 2,500, but the former estimate is probably nearer correct.

A great many who comprise Malad's population have been scarcely out of the Malad valley proper and have never enjoyed the sensation of riding on a railroad train. Others have never even seen such a thing as a locomotive and still others have had no opportunity for them to look out on the framework of the construction train which has entered the south end of the valley.

With the advent of the railroad there ought to be a number of good business opportunities here for progressive young men. Few industries have been established here. Other lines are also neglected and opportunities are overlooked daily.

O. S. L. WRECK.

Corrected List of Dead and Injured in Saturday's Crash.

The wreck on the Oregon Short Line one mile west of Eaton on Saturday has all been cleaned up and trains are running as usual. Additional particulars of the accident are to the effect that the westbound passenger was running on the track, having failed to pass the Eastbound train, known as the Cannon Ball at Eaton station. When the passenger train arrived at the Eaton station, the Cannon Ball was not on the siding. Instead of waiting, the passenger conductor took the Huntington, running at a high rate of speed.

The Cannon Ball saw the passenger train coming and stopped. Evidently the engineer of the passenger did not see the Cannon Ball which was on a siding. He took his engine, running wood and demolishing four cars of the Cannon Ball, scattering their contents for 50 feet on each side of the track.

It crashed into the Huntington with terrific force, demolishing both engines and throwing them into the ditch, grinding the car into pulp, breaking wood and demolishing four cars of the Cannon Ball, scattering their contents for 50 feet on each side of the track.

Rovelandt, fireman of the passenger, was pinned down by the engine and remained four or five hours to dig him out.

The crew and passengers of the Cannon Ball, who saw the passenger train bearing down on them, had gotten off. A passenger, Mr. Harper of Desmar, Kan., was thrown from the westbound train and was badly cut about the head and body. An unknown woman had an arm broken and several others were considerably bruised and shaken.

The corrected list of dead and injured is as follows:

Died—Suck Rovelandt of Glenns Ferry fireman of the passenger. J. W. Harrison of Portland, mail clerk.

Alex Laroc, of Pecatello, engineer of the westbound.

Slightly injured—O. M. Harper, Desmar, Kan., cut and bruised.

Unknown woman, arm broken.

### WILL EMPLOY GREEKS.

Foreigners Will be Utilized for Construction on Western Pacific.

According to the contractors of the new line of the Western Pacific, the Utah Construction company will use many foreigners in the construction of its line from the Nevada line to the coast.

The company will pay \$2 a day for Greek labor, is quoted as saying by the manager of the Salt Lake office. Many of them will be used along the line. Foreigners will be the heaviest kind of exposed work are the best suited for work of this class, not simply because they work cheaper, but for the reason that they can do more work under more trying circumstances than men of this country.

"I don't know whether Japs will be used by the company or not. If they are they will not be paid as high as the Greeks," said the manager. "But probably receive about \$1.25 a day."

Mr. Azanayros says that the Utah Construction company is not doing any actual grading at Beckwith now but is simply establishing its camp, a big undertaking in itself.

### BURLINGTON'S NEW LINE.

Grading Up the Big Horn River Is to be Commenced.

(Special to the "News")

Thermopolis, Wyo., Sept. 25.—Grading work on the Burlington's new line from Frannie up the Big Horn river to the mouth of the Greybull is to be started Saturday. Chas. Englehardt, G. F. Weeks, Committee Engineer, Englehardt Contractor, W. H. Kilpatrick and other officials are now going over the route and it is expected contracts will be let at once.

Both Byron Sessions and Bishop Crosby of the "Mormon" settlements in the basin county will get sub-contracts, and they will rush the work throughout the winter.

The line will be constructed as far as the mouth of the Greybull, which then places diverging lines with the basin to either year to Hailey on the southeast and to Meeteetse and the Kirwin gold camp on the southwest.

ON TO TONOPAH.

Grading Outfits going to Las Vegas to commence work.

(Special to the "News")

The Salt Lake Route is leaving no time on getting down to work on the new road to Tonopah. Grading outfitts are being now unloaded at Las Vegas and the promise is made that the line will be completed within the next six months, which is expected that trains will be running into Tonopah.

During the winter months work on the desert will be ideal and splendid

progress can be made, while here in Utah the soil will be in the grip of the frost.

### SLOAT PROMOTED.

Rock Island Passenger Man Going to Boston Oct. 1.

News was received here at the local agency of the Rock Island this morning of the changes in the Denver agency of the system owing to the promotion of General Agent Charles Sloat who goes to Boston, passing agent for the New England states. On Oct. 1, Mr. Sloat is to be succeeded by N. L. Drew, at present city passenger agent for the Rock Island in the Denver office.

### NORTHERN PACIFIC PROMOTIONS.

San Francisco, Sept. 25.—President J. J. Hill, Freight Traffic Manager W. W. Ewing, General Manager, and Assistant Traffic Manager, the managers of Seattle are making a number of changes in some of the western agencies of the road. This means a number of transfers and promotions, among others Englehardt, then Hill roads agent in San Francisco, is to be promoted to a half year, is to take charge of the company's freight and passenger business, as general agent at Spokane, Wash., on Oct. 1. He is to be succeeded here by James Young, who for some time has represented the road in Milwaukee. In taking over the Spokane office in favor of Mr. Blair, H. A. Jackson goes to Butte, Mont., as assistant general freight and passenger agent. Archibald Gray leaves the Butte office and goes to Sioux City, Ia., as assistant general freight and passenger agent.

### SPIKE AND RAIL.

E. R. Hunt, general agent of the Rio Grande at Buena, is in Salt Lake today.

Asst. General Passenger Agent D. S. Spencer has returned from a trip to Twin Falls.

C. E. Johnson, district passenger agent of the Nickel Plate at Denver, is numbered among the visiting railroad men.

A party of 50 Hoos-Hoos on their way east from the Portland fair arrived in Salt Lake this morning over the Rio Grande.

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### CUPID GOT HER.

Annie Pike, a well known Utah writer, is married in Los Angeles.

Miss Annie Pike who has long been known as one of Utah's promising writers has fallen a victim to Cupid's darts in Los Angeles. The story of how it happened is interestingly told in the Los Angeles Examiner of last Friday.

Miss Annie Pike, a well known newspaper woman of Salt Lake, came to Los Angeles in the fall, seeking a position in the University, where she attended school and later frequently appeared in the University of Utah Chronicle, while she was a student there. After leaving school she taught English at the Agricultural High School in the Salt Lake City High school.

She soon found her way into the university, where she took up residence in the Cannon Ball at Eaton station. When the passenger train arrived at the Eaton station, the Cannon Ball was not on the siding.

Instead of waiting, the passenger conductor decided to Huntington, running at a high rate of speed.

In search of employment, Miss Annie Pike, a pretty young newspaper woman of Salt Lake, came to Los Angeles last Monday. On Tuesday quite unexpectedly met and Charles O. Greenwood, Straightaway, and Charles Greenwood and quickly he won Miss Pike.

And the same evening Justice Pierce made the couple one.

"Mr. Greenwood, as well as Miss Annie Pike, is a young woman of independence. She was dedicated to her work, she declared, and Mr. Greenwood won in vain. Then he left Salt Lake and came to Los Angeles.

After his return to Salt Lake, he again sought Miss Pike, who had been working at Huntington, running at a high rate of speed.

He wanted to marry her.

Miss Pike was a young woman of independence. She was dedicated to her work, she declared, and Mr. Greenwood won in vain. Then he left Salt Lake and came to Los Angeles.

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