WITH FLEET WHEELS

Faster Regular Time Between Salt Lake and Denver.

OTHER CHANGES IN RAILWAY TIME.

Davis County Business—Special Service for the Holiday—The Traffic South, West and North.

An important change in overland service, affecting also the local schedule on the Union Pacific, is to be inaugurated on Sunday next, July 7. By this arrangement the regular service between this city and Denver is to be shortened two hours and ten minutes. As it is now, the Colorado Pacific passenger leaving here at 8:30 p.m. connects with the eastbound train and lands passengers in Denver at 8:00 p.m. next day. On Sunday an alteration will be made in this arrangement, by which a train will leave here daily at 7 p.m., going east via Ogden and reaching Denver the same hour as now, 8:00 p.m., thus shortening the run by the difference of time in starting.

The 6:50 p.m. Union Pacific out of Salt Lake will, however, be maintained. Instead of its connections at Ogden being with the east, they will be with the north and Pacific coast, taking in Butte, Helena and Portland, and intermediate points.

The changes in these trains are made chiefly to meet the local demand for service at home more convenient to the people of Ogden and this side in their intercourse with Salt Lake. They will not have to return so early in the day as formerly, and yet will get to their destination before the stress of night fall. By this arrangement the train now leaving Salt Lake for the north at 2 p.m. will be abandoned.

The special holiday trains of the Union Pacific will operate as follows:

Tuesday (Wednesday) evening, a special for Park and intermediate points will leave at 6 o'clock.

Tomorrow, the Fourth, the special from Park and intermediate points will reach this city at 8:30 a.m., and returning depart at 10:30 p.m.

The special service north for tomorrow has a train leaving this city for Ogden and intermediate points at 2 p.m., and leaving Ogden for this city at 11 o'clock midnight.

The Garfield Beach service for the Fourth will be trains every hour, commencing at 10 a.m.

On July 5th, a special will arrive in this city at 9:30 a.m., from Park and intermediate points. Half an hour later, at 10 o'clock, the National Educational association special for Denver will start on its trip.

THE LAKE SERVICE.

The Salt Lake & Los Angeles has perfected arrangements for its hourly service between this city and Saltair Beach, to accommodate the war number that will be sure to visit the Lake and great pavilion, where all preparations are made for a big crowd. Then there is the Garfield Beach service of the Union Pacific to the Worlingmen's celebration there, where provision also has been made for a large attendance. The eastern shore of the Lake will have its representation at Lake Park—the Scandinavian excursion from Salt Lake, Davis and Weber counties, via the Rio Grande Western and O. S. L., H. S. facilities.

BUSINESS TRAFFIC.

By comparison with last year, the R. G. W. reports a heavy increase on its Manitou extension. The business last year was discouraging, but this year the improvement has been so great as to afford the hope that that part of the road soon will become a paying division, and will require more frequent train service than can be afforded now.

The O. S. L. and H. S. railway made quite a stroke in extending its line to Farmington, as the bulk of its passenger traffic and a very considerable portion of the freight business comes from that place. The three locomotives of the road now have their all share of work to keep up with the requirements. As compared with last summer, it is given out that the road is doing considerably more than double the business this year that it did in 1894, the special increase being in freight matters. The brick yards, which seemed to be very quiet, yet are doing a large business, and the other day the road sold and shipped to Tintic an order of 130,000 brick for a cash transaction. Altogether the outlook is that 1895 will take its place as a good year for the railroads, although the margin of profit for operation is very small.

The Old Folks.

The Old Folks' Committee make the request that the Bishops and ministers of various denominations ascertain the number and names of all over 70 years of age in their respective jurisdictions and make a report of the same for the excursion to Pleasant Grove. This list should be handed in to the committee not later than Monday, July 8. It will be received by John Kirkman, at Presiding Bishop Preston's office.

WORK OF POLITICIANS.

On Pointed Declarations and Advice of "Fire and Water" in the Devine Case.

The last number of *Fire and Water*, published in New York, is at hand, and has some very pointed comments on the case of Chief Devine, something which so much has been written and said the last few weeks. The comments are as follows:

The report of the parade of Salt Lake City, Utah, on the special day to lend importance to some other problem of last place to an endeavor to force the resignation of the present chief engineer of the fire department. From information which we have received it appears there are a few politicians connected with the department who are anxious to decapitate. They have plausible tales concerning things done in the Indian war in the time of the appointment of the present incumbent. This officer has distinguished himself by many improvements above all the super displeasure of the men. For this he has been in trouble, and, unless the good people of Salt Lake City will look earlier that their chief is not allowed to carry out his plans to reform and they will be materially benefited by his continued stay. From our knowledge of Chief Devine, we are quite satisfied that he city has one of the most intelligent and capable men at the head of its fire department, and, if the best discipline exists, for chief engineer of any city in the Union. He is a thoroughly competent officer, honest of purpose, and possesses some excellent ability that will be found among the average chief fire engineers throughout the country. Salt Lake City will become the laughing stock of other cities if she allows herself to be hoodwinked by a few wire-headed politicians who, we regret to notice, are backed by one of the local journals. We trust that these wire-pullers will grow tired and the respectable citizens, together with Chief Devine, will succeed in the end. We have received from the Legislature of Utah a copy of the report of the Chief Engineer, together with a fine collection of illustrations, under the general title, Famous Scenery on Accotink Railroads, and the important character of the publication may be inferred from the table of contents: First Principles of Railroad Management, by Ball; Recent The Legislative Regulation of Railways, by Albert Fink; Railroad Properties as Investments, by Henry Clews; Is An Electric Trunk-Line Railroad Practical? by F. J. Sprague; A Modern Railroad Machine Shop, by H. D. Gordon; Effects of Railroads on Mining Enterprises, by T. A. Rickard; The Architecture of Railroad Stations, by Hodgins L. Gilbert; A Glimpse of the Car Building Industry, by John C. W. 1; Inventions of the Railroad World, by C. P. Meade; The Causes of Railroad Accidents, by Julian A. Hall. The Engineering Magazine Co., Times building, New York.

Reader, did you ever take SIMMONS LIVER REGULATOR, the "King of Liver Medicines?" Everybody needs some liver remedy. It is a sluggish or diseased liver that begets dyspepsia or chronic constipation, when the waste of a gallon be carried off, remains in the body and poisons the whole system. Your dull, heavy feeling is due to a torpid liver. Headaches, Headaches, Biliousness, Jaundice, Sick Headaches and Indigestion are all liver troubles. Keep the liver active by an occasional dose of Simmons Liver Regulator and you'll get rid of these troubles. It gives ease to the whole system. It is known as SIMMONS LIVER REGULATOR, or SIMMONS LIVER PILLS. It is a gentle cathartic, not a drastic, but gently stimulates and strengthens.

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Richard Better Than Ice Cream.

Hunyadi usually is a more popular summer drink than Seltz, for its cooling powers are far above those of tonwater. Even ice cream soda fails to give such permanent refreshment. The trouble is that the fluid is not temptingly served. A score waiters looks as obnoxious as it tastes made to follow. Make a syrup by boiling half a pound of sugar with a pint of water, add the rind of half a lemon and enough carmine to make it a bright red, then put in a pound of rasberry or other fruit pulp, and stew gently for a quarter of an hour. Strain. Should the syrup become too thin, during the process of cooking, strain it and let it boil up until sufficiently reduced; add it to the Hunyadi when cool—see that it is cool.

LITERARY NOTE.

The issue of *The Engineering Magazine* for July is a special railroad number, designed to mark the improvement in railroad conditions and to treat the varied and important problems in railroad management which have arisen in recent years as the result of hostile legislation, labor disturbances, and the financial panic of 1893. It contains eleven leading articles by distinguished authorities, together with a fine collection of illustrations, under the general title, Famous Scenery on Accotink Railroads, and the important character of the publication may be inferred from the table of contents: First Principles of Railroad Management, by Ball; Recent The Legislative Regulation of Railways, by Albert Fink; Railroad Properties as Investments, by Henry Clews; Is An Electric Trunk-Line Railroad Practical? by F. J. Sprague; A Modern Railroad Machine Shop, by H. D. Gordon; Effects of Railroads on Mining Enterprises, by T. A. Rickard; The Architecture of Railroad Stations, by Hodgins L. Gilbert; A Glimpse of the Car Building Industry, by John C. W. 1; Inventions of the Railroad World, by C. P. Meade; The Causes of Railroad Accidents, by Julian A. Hall. The Engineering Magazine Co., Times building, New York.

FISHER'S FRUIT FARM.

A Successful Orchardist Who Says That He Has Found Spraying Very Profitable Business.

Just now there is considerable discussion among the owners of orchards as whether or not spraying accomplishes what the law contemplates that it should, or whether it can be made to do so.

One of Salt Lake county's largest orchardists, J. M. Fisher Jr., proprietor of the Mountain Nursery Fruit Farm at Mill Creek does not hesitate in answering the question emphatically in the affirmative. In proof of his statement he last evening brought to the News office samples of very fine fruit from a district at one time he says was a veritable worm center. The specimens he exhibits show a complete absence of the ravages of the ordinary fruit pest, as does all his fruit, both large and small on a five acre orchard. This condition he attributes solely to intelligent and proper spraying. As to bad effects arising from the use of sprayed fruit he says there can be none where the work is done with a faithful regard for the simple rule that every orchardist appreciates or can easily learn.

Mr. Fisher has found the fruit raising business to be a very profitable following. Last year when his orchard was but four years old it paid on an average of about $125 per acre. This year the returns will be much greater, and as the trees become older there will come a time to be no fairer, climatic and all other conditions being favorable. His orchard is a very fine one and well worth the time of any person to visit.

The City Cemetery.

The city cemetery grounds never were in a more attractive condition than at present, and a visit thither is a source of delight to lovers of the beautiful. This fact reflects good credit on City Sexton Angell and Assistant James Williams. In the grounds immediately within the entrance the profusion and arrangement of rich plants and flowers produce a most pleasing effect as a result of superior skill in the art of landscape gardening. The development and variety of the floral department is especially delightful. The beautiful effects are not confined to the neighborhood of the entrance, but reach over a considerable area of the cemetery, along the walks and drives, etc. The work there is wonderful in its highly satisfactory results.

TERRIBLE LATTER-DAY DISEASE.

PAGES OF HARMLESS INFORMATION AMONG MORE THAN 10 OTHERS—NO CURE YOUR FAU.

(By Special Telegraph Wire.)

In connection with the extensive statement of Mr. Hoods that the present year was found to be healthy and strong as ever, it is interesting to read the following paragraph, written by Dr. T. S. Clouston, superintendent of the Morningside asylum, Edinburgh, Hungary:

"The terrible form of brain disease with mental symptoms is becoming increasingly [illegible]. This [illegible] is only very to mention as a matter of fact the direct result of hard work or loss of sleep, or other causes, which we have long seen to be [illegible] to the health of the brain. It is a common [illegible] of [illegible] to have [illegible] [illegible] [illegible]