OWNERSHIP OF PUBLIC UTILITIES.

Demand for It by State or Municipalities Arises From Gross Injustice of Corporations.

DECLARED TO BE UN-AMERICAN

Remedy for Present Evils is Stricter Surveillance of Corporations by Power That Creates Them.

Atlanta, Ga., May 16.—The annual gathering of the National Association of Manufacturers of the United States, representing more than three-quarters of the $13,000,000,000 of invested capital of this country, assembled here today. Three hundred members were in attendance. The first thing on the regular program was the annual adress of President D. M. Pary of Indianapolis.

The report of Secy. Cushing of New York reviewed at length the work of the association under various descriptive heads.

Mr. Ludwig Nissen of New York spoke on the governmental relation of public franchises. The address was largely devoted to a discussion of the un-Americanism of governmental ownership of public utilities. He said in part:

"The present trend of public opinion in the effort to check the evils of control by monopoly is toward the other extreme, municipal or state ownership. The relation of that principle would mean state socialism.

"The gross injustice of the public service corporations is unquestionably the cause for the now general demand of the unthinking public for a system of municipal or state ownership of all public utilities.

"The system, if long continued, must, and will inevitably lead, first, to municipal, then to state and finally to national ownership of public utilities.

"If these principles should ever be put into general practise in this country the result would be the destruction of our liberty and our progress. We would go from wealth to poverty, from progress to lethargy and from liberty to slavery, because we should live in a state of socialism, which aims at equality with the lowest, instead of teaching to aspire to the highest. You would crush individuality.

"As a remedy for these conditions I would offer the following hints:

"First, all public service corporations should be under strict surveillance of the authority that creates them.

"Second, whenever a charter or franchise is granted it should be granted only on conditions. Service rendered by such corporations shall be adequate to the public needs. Such charter or franchise should not be allowed to be given away, sold, leased or mortgaged with those of any other corporation except under terms carefully specified by law."

CHILLS, FEVER AND BILLS DOCTORS' BILLS
Painkiller
PERRY DAVIS'
CURES THEM ALL

FOLEY'S KIDNEY CURE

WILL CURE any case of KIDNEY or BLADDER DISEASE that is not beyond the reach of medicine. No medicine can do more.

WAS GIVEN UP TO DIE.

B. Spiegel, 1204 N. Virginia St., Evansville, Ind., writes: "For over five years I was troubled with kidney and bladder affections which caused me much pain and worry. I lost flesh and was all run down, and a year ago had to abandon work entirely. I had three of the best physicians who did me no good and I was practically given up to die. Foley's Kidney Cure was recommended and the first bottle gave me great relief, and after taking the second bottle I was entirely cured."

TWO SIZES, 50c AND $1.00.

SOLD AND RECOMMENDED BY
F. J. HILL DRUG CO.

HOSPITALS CROWDED

MAJORITY OF PATIENTS WOMEN

Mrs. Pinkham's Advice Saves Many From this Sad and Costly Experience.

It is a sad but true fact that every year brings an increase in the number of operations performed upon women in our hospitals. More than three-fourths of the patients lying on those snow white beds are women and girls who are awaiting or recovering from operations made necessary by neglect.

Every one of these patients had plenty of warning in that bearing down feeling, pain at the left or right of the womb, nervous exhaustion, pain in the small of the back, leucorrhœa, dizziness, flatulency, displacements of the womb or irregularities. All of these symptoms are indications of an unhealthy condition of the ovaries or womb, and if not heeded the trouble will make headway until the penalty has to be paid by a dangerous operation, and a lifetime of impaired usefulness at best, while in many cases the results are fatal.

The following letter should bring hope to suffering women. Miss Luella Adams, of the Colonnade Hotel, Seattle, Wash., writes:

Dear Mrs. Pinkham:—

"About two years ago I was a great sufferer from a severe female trouble, pains and headaches. The doctor prescribed for me and finally told me that I had a tumor on the womb and must undergo an operation if I wanted to get well. I felt that this was my death warrant, but I spent hundreds of dollars for medical help, but the tumor kept growing. Fortunately I corresponded with an aunt in the New England States, and she advised me to take Lydia E. Pinkham's Vegetable Compound, as it was said to cure tumors. I did so and immediately began to improve in health, and I was entirely cured, the tumor disappearing entirely, without an operation. I wish every suffering woman would try this great preparation."

Just as surely as Miss Adams was cured of the troubles enumerated in her letter, just so surely will Lydia E. Pinkham's Vegetable Compound cure every woman in the land who suffers from womb troubles, inflammation of the ovaries, kidney troubles, nervous excitability and nervous prostration.

Mrs. Pinkham invites all young women who are ill to write her for free advice. Address, Lynn, Mass.

ATTEMPT TO ASSASSINATE GOVERNOR-GENERAL OF UFFA

Uffa, Russia, May 16.—Maj. Gen. Soklavosky, governor general of the province of Uffa, was fired at several times and seriously wounded this morning in the public garden during an entertainment. His assailant disappeared. Gen. Soklavosky's life is despaired of, though he retained complete consciousness. Vice Gov. Bogdanovitch has taken over the administration of the province.

St. Petersburg, May 17, 3 a. m.—The shooting of Maj. Gen. Soklavosky, governor general of Uffa, yesterday, is the second crime of this nature which has occurred at Uffa within two years, his predecessor, Gen. Bogdanovitch, having been assassinated in the streets of Uffa on May 19, 1903. Gen. Soklavosky, who as vice governor of Orenburg and later as military governor of the same province, acquried a reputation as a stern and vigorous official, was appointed to restore order in the turbulent government of Uffa, and adopted a repressive policy which long ago caused him to be marked for the same fate as Bogdanovitch. Numerous revolutionary societies were broken up by Gen. Soklavosky, and manifestations were not permitted under his administration, and the last acts of the governor general were the dispersal of an anti-governmental club and the suppression of the May day demonstrations with the arrest of many armed demonstrators.

LOVING WIFE HAS HER DEAR HUSBAND MURDERED.

Parkersburg, W. Va., May 16.—On May 3 at midnight masked men entered the home of Henry Blackshire at Brookville, Calhoun county, and shot him dead in the presence of his wife and son. Tonight Mrs. Blackshire is in the Calhoun county jail. Her neighbor, Robert McCloskey, is in the same prison and Louis Hendricks is in the Parkersburg jail, all charged with complicity in the murder.

The arrest of Mrs. Blackshire today was brought about by the statement of Hendricks. He said he was at McCloskey's home several days before the murder and heard Mrs. Blackshire offer McCloskey money to kill her husband, and said that if he refused to do so she would get someone else to do so. He says he told Mrs. Blackshire after the murder what he heard, and she offered to give him $100 as soon as she collected her husband's insurance if he would leave town. He and McCloskey left together the day following the murder and remained near Parkersburg till McClorkey returned to Brookville on Sunday to get his pay, and while there he was placed in jail. During their abrence Mrs. Blackshire attempted to collect the insurance, amounting to $1,000.

Public sentiment was so outraged over the reports of her complicity that she was threatened with lynching, but no attempt was made to wreak vengeance on her. McCloskey admits being at the house at the time of the murder and also says Mrs. Blackshire wanted her husband out of the way, but he charges Hendricks with the murder.

Chimes for Government Building.

Portland, Or., May 16.—The chimes for the government building for the Lewis & Clarke fair have arrived from Cincinnati and will at once be raised to their place in the east dome, 260 feet above the earth. The chimes are expected to play an important part in the opening day exercises, June 1, for when President Roosevelt starts the exposition by pressing an electric key at Washington he will at the same time start the chimes tolling "America" and thus signal the waiting throngs that the fair is open.

BIG MINING SUIT.

New York Broker Sues Millionaire Walsh of Colorado.

New York, May 16.—Judge Platt, in the United States circuit court, today listened to arguments in a case involving, if the claim of the plaintiff be sustained, several million dollars. John H. Thompson of this city, a mining broker, is plaintiff, and Thomas F. Walsh, the Colorado millionaire mine owner, is defendant.

According to the allegations of Mr. Thompson, Walsh secretly secured title to the Oro, Cache and Chicago mines, located in the San Juan district of Colorado, which he subsequently sold to an English syndicate for several million dollars. The owners of these mines, Mr. Thompson declares, should have been vested in himself and Mr. Walsh jointly.

Former Atty.-Gen. John W. Griggs represents the plaintiff, and the defendant is represented by United States Senator Thomas Patterson of Denver and Julian T. Davies. It is expected that several days will be required to conclude the arguments.

ARMOUR DICTATES RATES ON FRUIT.

Has Exclusive Contracts With Twenty or Thirty Railroad Companies for Transporiation.

MAKES PREPOSTEROUS CLAIM.

Robbins, President of the Company, Says it is a Private One, Not Subject To Interstate Commerce Laws.

Washington, May 16.—Before the senate committee on interstate commerce, which is investigating railroad rates, President George R. Robbins of the Armour Car Lines company today admitted that the company had 20 or 30 exclusive contracts with railroads for fruit transportation business, and acknowledged a monopoly of that traffic in parts of the west and south. Wherever these exclusive contracts applied, he admitted, producers and shippers of fruit had to accept the rates laid down by the Armours. He claimed that his company was a private one and, therefore, not subject to the interstate commerce laws.

Mr. Robbins, who was the star witness of the day and appeared to continue his testimony of yesterday, was closely examined by the committee regarding the operation of the Armour company. These exclusive contracts with railroads, he said, were generally private contracts, though exhibited when requested. He asserted that the Armours do not get any advantages over other shippers in these cars.

Replying to Chairman Elkins, the witness said that his company did not want to be subject to the interstate commerce laws.

"It seems," interjected Senator Elkins, "that you want all the advantages and none of the responsibilities of common carriers."

According to the witness, the Armours have 200 articles known as packing-house products which are transported in Armour cars.

"You control the transportation of these products in the private cars?" asked Senator Kean.

"Not control; but the Armours ship their products in these cars."

Mr. Robbins admitted that on roads on which they had exclusive contracts, like the Pere Marquette line, the roads could not engage in the shipment of products covered in the contract, in other cars. Those who complained on this matter, he added, were mostly receivers and commission men, and not the producers and shippers.

Senator Foraker examined Mr. Robbins as to the cost of icing a car from Michigan to Boston, and the latter figured that it would cost $50 per car.

"Is it a matter of fact," asked the senator, "that ice costs only about $25 per car?"

Mr. Robbins would not admit that this was true. The Pere Marquette line, he suggested, had reduced rates from $2.50 to $5 per car, and the Armour line had made a like reduction.

Senator Dolliver asked Mr. Robbins regarding the business of the Armour Car Lines company and its earnings.

Mr. Robbins insisted that the company is a private one, and ought not to be compelled to expose its books or earnings any more than any other private company.

"Unless we should consider that you are a public carrier, the same as a railroad company," suggested Senator Dolliver.

Mr. Robbins denied that the Armours were interested in any of the fruit companies in California or that the Armours had a monopoly for the transportation of California fruits, acknowledging, however, that his company had a monopoly of the fruit transportation in the Pere Marquette region and in Georgia and Florida.

The Armours, he admitted, had exclusive contracts with all the South Atlantic coast railways, exclusive contracts in East Tennessee and in certain roads in Missouri, Arkansas and on the Southern Pacific road.

The Santa Fe was a competing line in the fruit business in California. Fruit producers and shippers on these exclusive lines had to accept the rates of the Armour company, but Mr. Robbins said they satisfied 80 per cent of the shippers.

Senator Clapp asked a number of questions as to the position of Mr. Robbins in acknowledging an absolute monopoly and yet withholding information as to their business and claiming immunity from the interstate commerce commission laws. Mr. Robbins maintained that his positon was justified.

EVA BOOTH.

Addresses Audience of 15,000 in Kansas City.

Kansas City, May 16.—Commander Eva Booth of the Salvation Army addressed 15,000 people in Convention hall tonight, a larger audience even than her father spoke to here, and which he said was the largest meeting ever held by the Army outside of London. United States Senator William Warner delivered the address of welcome and a chorus of 2,000 sang.

Miss Booth is much distressed over a report cabled to London that she had broken down completely, and she insisted on speaking tonight, although unwell, to refute this report.

POISONOUS GASSES

In Water Tunnel Kill One Man, Make Three Unconscious.

Santa Barbara, Cal., May 16.—A. D. McDougall of Prescott, Ariz., is dead, and three other men, A. Packard, a machinist; Charles Card and William Kimball, were rendered unconscious as the result of poisonous gases encountered in the city water tunnel today. The men were working 1,100 feet in the tunnel at North Portal when they were overcome.

A rescue party, in their endeavor to bring the unconscious men from the hole, were almost suffocated.

MELLIN'S For the Baby FOOD

Constipation and many other infantile disorders are the results of improper feeding. Give your baby Mellin's Food and see how quickly infantile troubles disappear. Send for our book "The Care & Feeding of Infants" and we will send it with a sample of Mellin's Food free of charge.

Mellin's Food is the ONLY Infants' Food, which received the Grand Prize, the highest award of the Louisiana Purchase Exposition, St. Louis, 1904. Higher than a gold medal.

MELLIN'S FOOD CO., BOSTON, MASS.

A KIDNAPPED BOY.

Mrs. Meehan Gets a Mysterious Letter from Her Son.

Pawtucket, R. I. May 17.—Mrs. Catherine Meehan of this city has received a letter bearing the signature of her 10-year-old son, Joseph, who has been missing since April 2, 1904. The letter was dated May 16, and stamped in the local office at noon of that date, indicating that the boy, or the person implicated in his disappearance, is in this city or vicinity. The letter was given to the police and a detective was assigned to the case in an endeavor to trace the person who posted the letter.

The letter which Mrs. Meehan says is in the handwriting of her son, states that its author was kidnapped by a man who said he did so because the boy was very pretty, and because he had been abused by a playmate. The child could not give his abductor's name or residence and the police thus far have made no progress in the quest.

A Positive Necessity.

Having to lay upon my bed for 14 days from a severely bruised leg, I only found relief when I used a bottle of Ballard's Snow Liniment. I can cheerfully recommend it as the best medicine for bruises ever sent to the afflicted. It has now become a positive necessity upon myself. D. R. Byrnes, Merchant, Doversville, Texas. 25, 50c, $1.00. Sold by Z. C. M. I. Drug Dept. B

EXCURSIONS EAST

Via Oregon Short Line.

Salt Lake to Chicago and return..$44.50
Salt Lake to St. Louis and return. 39.50
Salt Lake to St. Paul or Minneapolis and return..... 41.90
Salt Lake to Omaha or Kansas City and return 32.00
Salt Lake to Denver and return.. 20.00

Correspondingly low rates to many other points.

Tickets on sale May 27th and 29th and June 3rd, 5th, 10th and 12th, good for return until September 15th. See agents for further particulars.

City Ticket Office, 201 Main St.

CHEAP RATES EAST.

May 27-29, June 3-5-10-12 long limits, via COLORADO MIDLAND RY. The line that has the scenery. Through the Rockies in daylight in a Pullman Observation sleeping car. Write or call at ticket office, 77 west South St. for information and booklets.

PORTLAND EXCURSIONS

Via Oregon Short Line.

Salt Lake to Portland and return (direct) $31.50
Salt Lake to Portland and return (one way via San Francisco.... 42.50
Salt Lake to Portland and return (one way via Los Angeles)..... 50.50

Tickets to Portland and return, direct, on sale daily from May 24th to September 30th, inclusive. Tickets reading one way via San Francisco or Los Angeles on sale May 24th, 25th, 26th, 30th and 31st. All tickets good for stopovers and limited to 90 days from date of sale. Additional selling dates for tickets via San Francisco or Los Angeles quoted later.

City Ticket Office, 201 Main St.

LIQUOR HABIT "Cured by Orrine, a safe, sure and harmless specific. A simple home treatment. No sanitarium treatment or publicity. Can be given without patient's knowledge, if desired. Price, $1 per box. Cure effected or money refunded. Smith Drug Co., Salt Lake City.

The SWAN FOUNTAIN PEN

$2.25 each $3.50 each $5.00 each

Having all desirable qualifications and no objectionable features is

The Best.

They are fitted with "MABIE, TODD & CO." Gold Pens. Made in all grades of points, from STUB TO EXTRA-FINE, thus enabling the writer to possess the most satisfactory

FountainPen

obtainable. Call on us, or send, and we will match your Steel Pen. UNRESERVEDLY GUARANTEED, FOR ONE YEAR.

FOR SALE BY
Deseret News Book Store,
C. R. Savage,
Margetts Bros.
Kelly & Co.
Salt Lake News Co,
Barrow Bros.

When on the fence as to where to place your Fire Insurance, choose the company that has never been known to fail to pay any just claim or loss. The Home Fire Insurance Company of Utah, is the most secure in the state and is ready to quote a low rate on your risk.

Home Fire Insurance Co. of Utah.
26 SOUTH MAIN STREET.

TEA

Such tea and such dealing bring trade from a distance; there is no distance with such tea and such dealing.

Your grocer returns your money if you don't like Schilling's Best.

Young Bros. Co.
23 W. 1st South

Fine New Store and Magnificent New Stock of Pianos, Organs and Musical Merchandise.

Standard Domestic and New Home Sewing Machines, from $17.50 up.

Both Phones:
Bell 3028 Ind. 1058

Hartford

TIRES are made in many grades and sizes. All Hartford tires are good; all Hartford tires are guaranteed. The complete line is Hartford No. 50, 70, 77, 80, Tough Tread, Heavy Tread, Extra Heavy. We carry them all.

Salt Lake Stamp Co.,
Cor. 3rd So. and West Temple Streets.

OREGON SHORT LINE RAILROAD

Time Table

IN EFFECT May 7, 1905.

ARRIVE.

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver, ... 5:15 a.m.
No. 8—From Ogden, Portland, Butte and San Francisco.. 8:30 a.m.
No. 6—From Ogden and intermediate points ..... 9:30 a.m.
No. 12—From Ogden, Cache Valley and intermediate points 11:45 a.m.
No. 2—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco. 4:45 p.m.
No. 10—From Ogden, Cache Valley, St. Anthony, Portland and San Francisco ..... 7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7:10 a.m.
No. 7—For Ogden, Portland, St. Anthony, San Francisco and intermediate points.... 10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco ..... 3:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points 4:10 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago ..... 6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points ..... 11:45 p.m.

T. M. SCHUMACHER, Traf. Mgr.
D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. & T. A.
City Ticket Office, 201 Main Street. Telephone 250.

Note:—Train numbers shown above are Oregon Short Line train numbers and do not apply to the Southern Pacific west of Ogden or the Union Pacific east thereof.

THE DENVER & RIO GRANDE RAILROAD

Current Time Table. In effect Oct. 9th, 1904.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysvale ..... 8:00 a.m.
No. 102—For Park City ..... 8:15 a.m.
No. 6—For Denver and East ... 8:50 a.m.
No. 5—For ogden and west .... 10:35 a.m.
No. 1—For ogden and West ... 1:45 p.m.
No. 3—For Denver and East..... 3:15 p.m.
No. 8—For Provo and Eureka... 5:00 p.m.
No. 112—For Bingham ..... 8:10 a.m.
No. 114—For Bingham ..... 3:00 p.m.
No. 11—For Ogden and Local points ..... 6:05 p.m.
No. 4—For Denver and East..... 8:05 p.m.
No. 3—For Ogden and West..... 11:40 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West ..... 8:40 a.m.
No. 19—From Ogden and Local points ..... 9:50 a.m.
No. 7—From Eureka and Provo.. 10:00 a.m.
No. 5—From Denver and East.. 10:25 a.m.
No. 1—From Denver and East.. 1:35 p.m.
No. 3—From Ogden and the West ..... 3:05 p.m.
No. 101—From Park City ..... 5:15 p.m.
No. 9—From Heber, Provo and Marysvale ..... 6:00 p.m.
No. 113—From Bingham ..... 10:50 a.m.
No. 115—From Bingham ..... 5:40 p.m.
No. 4—From Ogden and the West ..... 7:55 p.m.
No. 3—From Denver and East.. 11:30 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points.

Ticket Office, Dooly Block. 'Phone 205.

T. A. BENTON,
Gen. Agt. Pass. Dept.

COLORADO-UTAH

MISSOURI PACIFIC RAILWAY

SHORT LINE. TO ST. LOUIS.

Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel.

Especial attention to ladies and children.

Tourists sleepers through to Chicago, Boston and other points, without change.

TWO TRAINS DAILY.

Inquire at ticket office, 103 Dooley Block, Salt Lake City. Any information cheerfully given.

H. C. TOWNSEND,
G. P. & T. A. Missouri Pacific Ry., St. Louis, Mo.

SAN PEDRO, LOS ANGELES and SALT LAKE R R CO.

SALT LAKE ROUTE

TIME TABLE Effective May 1st, 1905.

DEPART DAILY.

From Oregon short Line Depot, Salt Lake City.

No. 5—For Stockton & Tintic District ..... 7:45 a.m.
No. 33—For Provo, Mercur, Manti and Points on San Pete Valley ..... 8:00 a.m.
No. 31—For Provo, Nephi and Lynn ..... 5:00 p.m.
No. 1—For Los Angeles and Intermediate Points ..... 8:50 p.m.
No. 35—For Nephi and Intermediate Points ..... 11:30 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and Intermediate Points ..... 6:30 a.m.
No. 32—From Lynn, Provo and Intermediate Points ..... 9:50 a.m.
No. 36—From Manti, Nephi and Intermediate Points ..... 1:30 p.m.
No. 34—From Nephi, Provo and Intermediate Points ..... 5:40 p.m.
No. 6—From Tintic District and Intermediate Points ..... 6:00 p.m.

Standard Pullman Service Daily Between Salt Lake, Milford, Caliente, Las Vegas and Los Angeles.

Direct Stage Connection for All Mining Districts in Southern Utah and Nevada including Bullfrog.

Telephones 1986. City Ticket Office, No. 17 W. Second South St.

E. W. GILLETT, General Pass. Agt. J. L. MOORE, Dist. Pass. Agt.

"The Lagoon Road"

Salt Lake and Ogden Railway.

Time Table in effect Sept. 6, 1904.

Leave Salt Lake, 6:30 and 9 a. m., 3:30 and 5:30 p. m.

Leave Farmington and Lagoon, 7:30 and 10 a. m., 4:30 and 6:30 p. m.

Extra trains at 11 a. m. and 1:30 p. m. on Sundays and Holidays.

A. D. PIERSON, Gen'l Pass. Agt.
J. B. BEAN, Excursion Agt.
Office, 161 Main Street.

Your Opportunity

to visit the "Old Home" and the "Old Friends" in the East and return to the West, with as little expense as is ordinarily required to make the one way trip, has come.

REDUCED RATES!

On May 27th and 28th, June 3d, 5th, 10th and 12th, tickets will be on sale from Salt Lake City:

TO CHICAGO and return...$44.50
TO MILWAUKEE and return 45.80
TO PEORIA and return..... 41.25
TO ST. PAUL and return... 41.90
TO MINNEAPOLIS and return 41.90

Proportionately low rates will be in effect from all points in Utah, Idaho, Montana, Wyoming and Nevada to every section reached by the Chicago & North-Western lines.

For full particulars, call upon or address:

C. A. WALKER, Gen. Agt.
Chicago & North-Western Ry.
P. O. Box 750, Salt Lake, Utah.

REDUCED RATES EAST.

Santa Fe

ONE FARE PLUS $2 ROUND TRIP

To Kansas City, St. Joe, All Missouri River Points and Intermediate points East thereof up to and including Chicago, St. Paul, St. Louis and Memphis.

Dates of Sale: May 27 and 29, June 3, 5, 10 and 12. Final Return Limit Sept. 15.

Let Us Know When You Go, and We Will DO THE REST.

C. F. WARREN, Atchison, Topeka & Santa Fe Railway.
411 Dooly Block, Salt Lake City, Utah.

Excursion East

One fare plus two dollars for the round trip to CHICAGO, ST. LOUIS, KANSAS CITY, OMAHA, MEMPHIS, SAINT PAUL, MINNEAPOLIS and other eastern points. Tickets on sale May 27th and 29th, June 3rd, 5th, 10th and 12th. Transit limit ten days in each direction with stop over privileges. Final return limit September 15th. Standard and Tourist Sleepers through to Chicago without change. Dining cars for all meals. Make your reservations early. Telephone 245.

Rock Island System

E. DRAKE, D. P. A.
GEO. A. BIBLE, T. P. A.
100 W. 2nd So., Salt Lake City.
CHAS. B. SLOAT, Gen'l Agt., Denver.

Burlington Route

TEACHERS' EXCURSION EAST.

On May 27th and 29th; and on June 3rd, 5th, 10th and 12th, round-trip tickets will be on sale from Salt Lake City, Utah, as follows:

Chicago and return.....$44.50
St. Louis and return..... 39.50
St. Paul and Minneapolis and return 41.90
Omaha, St. Joseph and Kansas City and return 32.00

Corresponding low rates to all points east of Missouri River.

Through Pullman Sleeping Car to Chicago daily, without Change.

Through Tourist Cars three times a week.

For further information, please call on, or write to

R. F. NESLEN, General Agent,
79 West 2nd South Street,
SALT LAKE CITY, UTAH.