THE SALT LAKE HERALD

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BY THE HERALD COMPANY

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Minneapolis—West Hotel.
St. Louis—The Planters; The Southern.

LOS ANGELES AND SALT LAKE.

This edition of The Herald in honor of the Los Angeles excursionists is about the most forcible demonstration possible of the enterprise and alertness that have made the southern city one of the wonders of modern municipal progress. Believing that their visit to Salt Lake offered an opportunity to exploit the attractions of their city, both as a field of investment and a place for the mountaineers to visit for recreation and enjoyment, the Angelenos have taken practically half of the edition to set forth the advantages they have to offer.

While Salt Lakers have been aware of the charms of the southern country, the travel involved heretofore has prevented them from realizing fully the indescribable beauty of the Pacific riviera within touch of Los Angeles. Now that the journey is so short and comfortable, it is safe to say that a very large majority of the pleasure seekers of this whole region will spend their vacations within an hour or two's ride of the southern capital.

More than that, the people of wealth who naturally seek a milder climate in the winter, will have their winter homes in Los Angeles itself or in some of the delightful communities that lie in the valleys or among the foothills of the Sierra Madres nearby. Some have already acquired beautiful homes there, and others will inevitably follow. On the other hand, we Salt Lakers are quite sure that in time the Californians will recognize Salt Lake's charms and find it one of the most beautiful of all inland cities, particularly during that part of the year between June and December. Just as the mountain folk long for sea-level at times, so the seacoast dweller will come to enjoy the dry, bracing atmosphere of the inland plateau, with its great salt sea and incomparable summer charms. They will find, too, unrivaled opportunities for commercial development, a foundation of substantial wealth in the mines probably unequaled within any similar area on the continent, and an opportunity for the exchange of commodities and investments such as few of them have dreamed of until the new railroad unfolded a view of this new empire almost at their door.

When the visitors from Los Angeles arrive this morning they will find such a reception as could only be given to the guest whose coming is hailed with pleasure and whose going will be watched with regret. Salt Lake has had occasion to exchange hospitalities with the sister city ever since the days when the pioneers drove their teams across the desert to the little Pacific port and returned freighted with the necessities of life, since the time when the wayfarers seeking the golden shore came through on their long journey and made this their half-way oasis.

So the new era of friendship is only a renewal of the intimacy that was interrupted when the first transcontinental line diverted travel to the northern port, and it is good to welcome anew the men who used to know and be known to Salt Lakers, together with the newer generation which has built the great city of the south.

The Commercial club and the men who journeyed with it to Los Angeles hold fresh in their memories the princely entertainment given them when they made their trip, so it is only natural that they should want to show in tangible form their appreciation of the courtesies they received; and besides these more formal expressions of good will, the strangers may be assured that every man, woman and child in Salt Lake is glad to have them within the city gates.

Mutuality of interests has already developed to a surprising degree and is becoming more marked as the identity of interests in common territory grows. Los Angeles capital is heavily interested in the new Nevada gold fields, where Salt Lakers also are operating; the towns and camps along the new road find men from both cities working side by side, and the Utah smelters afford the chief market for the ores produced by capital from both cities. In a word, Senator Clark's enterprise has made next-door neighbors of communities hitherto sundered by lack of close railroad connection.

Being neighbors it is well that the two cities should have this interchange of courtesies, and, like good neighbors, discuss business a little while they visit. Investments are the cement of friendship where they are made in good faith and on mutually profitable terms; and each city has found opportunity for profit in the other's domain. With such an auspicious foundation for permanently pleasant relations, Angel and Saint will mingle here this week—the one as a host returning hospitalities received, the other as a host whose generosity is a guarantee of his welcome.

Here's hoping that the union of interest so auspiciously begun may be lasting, that the Angelenos may enjoy themselves as much as their recent guests did, and that the visits of this year may be only the forerunners of a cycle of good fellowship.

PROFITS FROM THE WAR.

Among those who view with something more than calm approval the greater navy talk is Charles M. Schwab. That Mr. Schwab should favor greater navies all over the world is not in the least surprising, since they would make more business for his steel plants, but his interest in the matter does not lessen the force and probable truth of his remarks on the subject. In an interview given out in Pittsburg, Mr. Schwab says:

"Pittsburg will reap enormously from the conclusion of hostilities between Russia and Japan. The outcome of the recent naval engagement will mean that all of the large countries will be compelled to build many new ships. Great navies are the most effective means of peace. President Roosevelt is right when he says that."

Mr. Schwab might have gone even further and predicted a wider field for American steel and iron products, based on Japanese assertions that Japan's policy contemplates opening Manchuria to the trade of the world. Already the Japanese government has placed in this country heavy orders for rails, trucks and other railroad equipment for use in Manchuria. A noted Japanese statesman, Baron Kentaro Kaneko, in an interview in Public Opinion, is quoted as follows with regard to Manchuria:

> The first step will be to open Manchuria to the traders of the world alike, and to establish the industries of the province on a firm and prosperous basis. We are fighting for an equal share for all nations in the development of Manchuria. We are fighting for the freedom of the world's commerce, and not for a monopoly of Manchuria. When Russia came in after our war with China, she drove out the foreign enterprises. The Chinese officials who were nominally in control of the province might grant a license to a foreigner to trade, to mine, to manufacture, but unless it was viseed by the Russian officials it was worthless.

Assuming that this policy will be carried out, the United States is certain to get the bulk of the iron and steel trade with Manchuria, especially during the years while the country is being opened up. The region is said to have considerable mineral wealth, including large iron deposits, but during the development stages the iron products will have to be purchased abroad.

WHERE POLITICS INTERFERES.

When it was first announced that James Dalrymple, superintendent of the Glasgow Tramway system, was to come to Chicago by invitation of Mayor Dunne to offer advice in relation to municipal ownership of street car lines, The Herald ventured to suggest that Mr. Dalrymple would find conditions in Glasgow and Chicago so different that his experience would be of limited value to Chicago. Mr. Dalrymple has come and this is what he says:

"The situation in Glasgow is different from what it is here. In this country, I understand, every man holding a municipal position has to be a politician, whereas in Glasgow every man in the city service must not be a politician."

There we are. Mr. Dalrymple understands how to operate a street car system under municipal ownership with politics eliminated. So do some hundreds of superintendents of street car systems under private ownership in the United States. Conditions in Mr. Dalrymple's city make his task similar to that of, for instance, Mr. Campbell in Salt Lake City.

But it is clearly apparent that Mr. Dalrymple's Glasgow experience does not qualify him to point the way to successful operation under municipal ownership in Chicago, unless he can show how politics may be eliminated from municipal affairs and that, we believe, Mr. Dalrymple cannot do.

TOO STRENUOUS A CHIEF.

New Orleans, of which we hear little away out here in the mountains, makes its bid for fame by an investigation that resulted in the dismissal of its chief of police. The ground for his dismissal was "incompetency," although the facts in the case lead to a belief that he was a trifle too competent. It appears that the graft in the good old Creole town was rather "strong." Evidence was introduced to show that an organized "club" controlled affairs in the New Orleans tenderloin and that the police department did its business directly through this club, whose president made regular monthly payments to the police in return for protection.

The police board, after hearing much testimony all to the same general effect, promptly fired the chief and appointed as his successor Major Whitaker, who served in one of the immune regiments during the Spanish American war. The major, with true southern impetuosity, proceeded to "get busy" at once. According to a news dispatch he began raiding the pool and gambling rooms within "a few minutes" after his appointment. With so energetic a man at the head of the department, it looks as if New Orleans would have a much more orderly household in future.

It is, however, unlikely that there will be strikes at Panama as the climate does not stimulate great exertions.

Will those who object to the water scheme kindly offer something better by way of a substitute?

....Ho! For Vacation Days....

Whether it be fishing, hunting, scenery or simply rural rest that the man, woman or child may crave as recreation this summer, Utah can "deliver the goods."

Without going outside the state lines, or, at the most, just beyond the border, the vacation seeker may find any and all of these pleasures. If there is anything in the fish line or game line that the Rio Grande Western or the Oregon Short Line cannot offer their patrons, it is not enumerated in the sportsman's manual.

And those who should know say that in Utah may be found the scenic wonders of the west, the shaded canyons and creeks nestling between snow-clad mountains. The grandeur of the overhanging rock cliffs that may be found within a few hours of Salt Lake, in the American Fork canyon, for instance, are not surpassed by any natural marvel which this country has.

Find Pleasure at Home.

So he who would think of going east or west to find recreation should look about a bit, should see what the Oregon Short Line and Rio Grande Western offer within a few hours' journey from Salt Lake. And those whose business prohibits even so short a vacation as one week should see where they can go in a Saturday-Monday trip before grumbling at their lot. In many ways the most perfect enjoyment to a summer vacation is that found in these short one or two-day trips. The business or professional man, or, for that matter, the tradesman, can put in a hard week and then spend a quiet day fishing, returning in time to take up the Monday morning work.

There are a multitude of pleasant places where this can be done—Weber and Echo canyons, Strawberry valley, Ogden and Logan canyons, all reached by the Oregon Short Line, or Parley's canyon, Provo and American Fork canyons, Brighton and Goshen valley, all reached by the Rio Grande Western.

"Alpine Tours" in Utah.

The Rio Grande Western offers many near-by mountain and lake resorts, quiet places and shady nooks to the prospective pleasure hunter, many little "Alpine tours" and side trips.

Foremost among these—foremost because of their nearness to Salt Lake—are Pharaoh's Glen, the Old Armchair, Mountain Dell and other resorts, all in Parley's canyon. These are reached by the Park City branch of the Rio Grande Western. At Pharaoh's Glen day tourists can find excellent meals and accommodations, and Nature has been lavish in her programme of entertainment. The scenery is fine, there are cool nooks and pretty climbs. One of the attractions is "Pharaoh's Profile." Pharaoh's Glen is only ten miles from the city, and the fare is a mere trifle—what a man would spend for a few good cigars.

At the Old Armchair, three miles further up the canyon, fishing and hunting may be found. Several bears were killed in this vicinity within the past year. This is the spot ideal with the nature lover who can woo only at intervals of a few hours. Guides and saddle horses are for hire and tent accommodations may be found.

Half a dozen such places may be found between this point and Park City. At the Park a stage connects for Brighton, ten miles distant. Here at a height of 9,000 feet the visitor may find fishing and hunting, fine rides and climbs.

Up Provo Canyon.

For the man who has only a few days or for the man who has several weeks, Provo and American Fork canyons offer equal attractions. The Rio Grande Western sets the angler or sportsman down at Provo, and from here stages run to Carters, the Falls, Forks and other points of interest in Provo canyon. Here there is good boating. In all the canyon resorts excellent trout fishing is to be had. Or there is the trip to Midway, where one in search of health may indulge in the hot baths and lave himself in mud possessing healing qualities. At Heber there are good fishing and hunting, and hotel accommodations.

The most distant of any of the points mentioned in the above paragraph is Heber, and that is only seventy-one miles. The trip necessitates the expenditure of only a few dollars, and to the nearer points the rate is proportionately lower.

One might go on naming resorts by the score which are reached by the Rio Grande Western, but the above gives a fair idea of what awaits the tired urbanite. One might tell of the Spanish Fork canyon and Utah lake resorts, or of the scenic attractions of the country pierced by the San Juan or the Colorado, but a trip to the latter calls for a larger time and purse limit.

On the Short Line.

Fully as alluring from the fishing or hunting standpoint as the Rio Grande Western district are the points which may be reached by the Oregon Short Line. For the busy man with but one day a week through the summer for recreation, what better than a trip up Ogden canyon to the Hermitage? There are the many Nature-gifted spots of Weber and Echo canyons, the rugged scenery of Park City and Strawberry valley. In the latter are fine fishing and hunting. Logan and Ogden canyons, Brigham and Willard, all offer tempting inducements to latter-day Isaak Waltons.

Then, if one have a week or two at his disposition, he can go beyond the state line, up into Idaho, and visit Soda Springs, Hailey, Ketchum or Payette lakes, where trout abound. Or, if in search of game as well as fish, Salman and Custer, Ida., or the Thunder mountain region will make strong bids.

For him who has several weeks Yellowstone park must needs be the first choice of the points reached by the Oregon Short Line in the Rocky Mountain country.

One-Hour Vacations.

But, to return to Utah and what she offers in the way of summer attractions, no vacation list would be complete without a mention of Lagoon. Here, on a line between two large cities, there is no hunting nor fishing, but there is enough in the way of "the thing beautiful" to make this resort deserved of its name—"The Prettiest Spot in Utah." When a week's vacation is undreamt of, and a few days hardly possible, let the weary of Salt Lake find recreation for a few hours at Lagoon.

MAGAZINES FOR JUNE.

ATLANTIC.—The leading article in the June Atlantic is a remarkably entertaining study by John Burroughs of the question of the protective coloration of birds, which has caused so much dispute among scientists. Writing, as he does, from a lifetime of study and observation, and with his characteristic humor, Mr. Burroughs has produced an outdoor scientific paper of the first importance.

Timely and momentous issues are authoritatively considered in an article on "Federal Rate Regulation," by Ray Morris, managing editor of the Railroad Gazette, in "The Cause of South American Revolutions," by George A. Chamberlain, lately an American consul in Brazil, and in "A Letter from Paris," by Alvan F. Sanborn, the author of "Paris and the Social Revolution."

THE SUNSET.—There is no question that the Sunset Magazine is the best of western periodicals, and the June number, which is just off the press, proves the claim which is made for it. This number contains an abundance of interesting matter, in which may be mentioned "The Fate of a Play," by Chester Bailey Fernald, the clever Californian who wrote the "Cat and the Cherub," which achieved such a success for its author in London and New York. Lowell Otus Reese sings a song of appreciation for the hills in a two-page rhapsody entitled, "In the Heart of the Sierra." William Clark Crittenden, the first Californian to be given a Rhodes scholarship at Oxford, describes life in the oldest university in a new and delightful way. Katharine Chandler tells the story of "Sacajawea," the Shoshone Indian girl who acted as interpreter to Lewis and Clark, and served as a guide to them on their memorable journey a hundred years ago. E. J. Wickson, under the perennial head of "California's Garden Calendar," tells how best to keep the garden well watered during the dry summers on the Pacific slope, and the first chapter of a new serial story by Flora Haines Loughead, "When the Prince Came," is begun in this number.

THE CRITIC.—In the June number of the Critic Miss Jean Chamblin begins a short serial called "Lady Bobs, Her Brother, and I." It is hard to say whether the interest lies chiefly in Miss Chamblin's animated account of life in the Azores, or in her equally vivacious and humorous tale of the young actress who sought for rest and found a lover. The writer is lucky, both in her eye for the charm and detail of scenery, and in her fund of anecdote. She wins the interest of the reader in the islands from the moment she describes the trip from the steamer to the dock in a small row boat tossed by heavy seas.

THE PILGRIM.—The Pilgrim for June comes with one of the most attractive covers this excellent magazine has ever had. And, by the cover, is the pleasing quality of the contents indicated. As previously stated, the summer issues of the Pilgrim are to be given over almost wholly to entertainment. Therefore, the number of short stories and light illustrated articles that lack nothing in interest if they be light are more than usually plentiful in the June issue. Director Reed of the Lewis and Clark exposition tells what the visitor to Portland this summer may see, and analyzes the purpose and scope of the great show as only one could who has had a part in its creation. A delightful fishing article by Kirkland B. Alexander is entitled "Six Foster Brothers of the Brook Trout."

In addition are many shorter articles of helpfulness, and the departments which go to make the Pilgrim what it is —"A Magazine for Every Home."

FOUR TRACK NEWS.—The closing number of volume VIII of the Four Track News (June, 1905,) is one of the handsomest numbers that can be found among the many magazines on the American news stands. It opens with a delightfully written article on Detroit, by Suzanne Antrobus, under the heading, "Echoes That Never Die." Lida A. Churchill writes upon "Fair Bar Harbor;" "The American Byron" is a two-part article by Jennie C. Douglass and Lional A. Johnson, and gives a graphic picture of one of the most unique characters in American literature, Joaquin Miller; Isabel R. Wallach writes of "New York's Tropical Garden in the Valley of the Bronx;" Kathleen L. Greig tells us something of the Swiss Alps, under the head of "A Pilgrim of the Present;" M. E. Curtin writes of Montreal; Harriet Quimby of Block Island; Lucy Elliot Keeler of Brattleboro; Charles T. Greene of Minnesota's new capitol; Thomas C. Harbaugh of "Lord Fairfax's Town" (Winchester, Va.); H. Rhys Davids of the curious old town of Settle, England; Margaret A. Klein of "Rural New York City," and Alexander Hume Ford of "Ostend;" Elisa Armstrong Bengough tells an interesting story of "Old Camaguey," Cuba; Austin Cook contributes an article on John A. Logan, "A Man of Force."

OUTING.—The June number of Outing, with its two dozen articles, ranging from the best and latest fiction from the pen of Charles G. D. Roberts to the thoroughly practical solution of one very vexing country-living problem, emphasizes the wide appeal this handsome monthly is making to the magazine reading public.

Mr. Roberts' new serial is called "Red Fox." It is perhaps the best animal story he has yet written; and that is enough to say of the new work of a writer who has given us the most interesting, the truest to life, animal stories.

Of travel articles, Mr. Terry's paper of the many strange human types which meet on the prosperous island of Java, is of unusual merit and of practical timeliness now, when all eyes are turned to far eastern waters.

There are, of course, the usual full amount of human interest photographs, and in addition strong drawings, including some very amusing sketches by Oliver Herford for Metcalfe's circus studies.

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 24 to Sept. 30, inclusive. Tickets reading one way via San Francisco or Los Angeles on sale June 1, 2, 3, 7, 12, 14, 15, 16, 20, 24, 25, 28, 29 and 30. All tickets good for stopovers and limited to ninety days from date of sale. Additional selling dates for tickets via San Francisco or Los Angeles quoted later. City Ticket Office, 201 Main street.

Great for Kidneys.

Weak back, tired feeling, mental depression, sleeplessness, headache and other symptoms are quickly cured by the use of Palmo Tablets. They act directly on the kidneys and nervous system, and make you look and feel years younger. 50 cents. Book Free. The S. R. Feil Co., Cleveland, O. For sale by F. J. Hill Drug Co.

MUST BE SOLD.

Fine orchard, five acres, close to city, brick cottage and paying $1,200 per year, $4,000. Also 5-room brick on Main street with nice corner lot, $1,700. See L. L. Goddard, 178 Main street.

A. Richter, Real Estate, 19 West 1st South street, has a piece of property on Brigham street, that he can sell $50 less per foot than price asked for adjoining property. It is a bargain. Adjoins University club building and improvements on it are renting for $60 per month. See him.

Salt Lake Photo. Supply Co. Supplies. Dev. and Finishing, Main and 3d So.

PAUMÉ PARISIAN DYE WORKS

PORTIERES

French Dry Cleaned..... $1.50

OFFICE 55 W. FIRST SO.

PHONES Independent 1411. Bell 1411-y.

McConahay Jeweler

See McCONAHAY for DIAMONDS

ESTABLISHED 1864

F. Auerbach & Bro.

ONE PRICE TO ALL. NEVER UNDERSOLD

Only a Peep at the

Saving Specials for Today

Just Enough to Teach You Lessons of Economy, and make you want to see the rest.

Today--Special.

Wash Petticoats.

Made of chambray, colors dark and light blue, tan, old rose and fancy stripes, flounce is trimmed with a double four-inch ruffle, a regular $1.25 skirt; today only 84c

Today--Special.

85c Table Linen at 58c a yard.

Twelve Pieces PURE GRASS BLEACHED IRISH DAMASKS, 62, 64 and 66 inches wide, in scroll, Astor Fuchsia, Strawberry Leaf, Raspberry Leaf, Shamrock and Marguerite patterns; we have never sold a yard of them for less than 85c; special for today, per yard 58c

Today--Special.

LACE MITTS.

50c Values at 10c.

Eighteen-inch length Lace Mitts in black or white, a splendid wearing quality; we have only twenty-five dozen to close out; today at, a pair 10c

Today--Special.

$1.25, $1.35 and $1.40 qualities of

White Embroidered Skirting Flannels at 94c a yard.

All-wool White Embroidered Flannels, hemstitched, scalloped, cut out edges, all one yard wide; special for today at, a yard 94c

Today--Special.

10c Bleached Muslin at 7c a yard.

YARD WIDE, FINE QUALITY, soft finished bleached muslin, a grade of muslin that is firm and wear-resisting, good weight and not filled with "dressing," an actual 10c quality; special for today at, a yard 7c

Today--Special.

$2.00, $2.25 and $2.50

LACE CURTAINS at $1.46 a pair.

These are both 47 and 50-inch wide curtains, 3½ yard lengths, button-hole stitched edges, neat figured center designs, with novel borders.

A grand lot of 300 pairs that ordinarily sell at $2.00, $2.25 and $2.50; special for today at, a pair $1.46

Doubtless the demand will be great, but extra salespeople will be on hand to serve you.

A MONDAY Corset Special.

The Biggest Ever.

Sixty dozen Ladies' Fine Batiste Corsets, two of the best and most popular shapes of this season, long hips or medium shape in white, pink or blue, all sizes, the very best 75c grade ever sold in the city; for Monday only, at 49c

Today--Special.

$1.25 and $1.50

Tapestry Table Covers at 74c each.

100 of them, mercerized and satin finished new tapestry table covers, perfectly reversible, finished with heavy knotted fringe all around, the very latest patterns in rich colorings, 6-4 size, value $1.25 and $1.50; special for today at, each 74c

For More Than Fifty Years the SINGER has been recognized as maintaining the Highest Standard of Excellence among Family Sewing-Machines and is now sold at lower prices quality considered, than any other. Whether you propose the purchase of a machine or not there is much to interest most women at any Singer Store—and all are cordially invited.

By this Sign you may know and will find Singer Stores Everywhere

These Machines are never sold to dealers. Only from Maker to User

A small payment down, the rest at convenient intervals. Four different kinds and a wide range of prices to suit.

Sold only by

Singer Sewing Machine Company

ROMNEY'S SPECIAL FOR MONDAY

CHILDREN'S SHOES, Plump Stock, Patent Tips, Heavy and Light Soles.

One Day Snaps

Sizes 6 to 8 - - - $ .85
8½ to 12 - - - - 1.10
12½ to 2 - - - - - 1.25

ROMNEY DEPENDABLE SHOES

258 South Main St.

$40.00 FOR A NAME

Have you made your suggestions yet? If not, send it today—not tomorrow, but today.

We want two catchy, ORIGINAL names for our high grade, fresh roasted, bulk coffees.

They must be original. Hackneyed names, such as "Purity," will not win.

For the name which we consider best we will pay $25.00. For the second best name we will pay $15.00.

Any person may suggest four names—but no more.

Three Crown Coffee will be put up in one pound sealed cans only, and therefore this name will not be considered in this contest.

All suggestions must be mailed before midnight June 15th.

All letters must be addressed,

HEWLETT BROS. CO.
Dept. B,
Salt Lake City, Utah.

RAILROADS.

The Denver & Rio Grande Railroad.

CURRENT TIME TABLE.

In Effect May 21, 1905.

LEAVE SALT LAKE CITY.

No. 13 for Ogden ..... 10:25 A. M.
No. 6 for Denver and East ..... 8:50 A. M.
No. 2 for Denver and East ..... 3:50 P. M.
No. 4 for Denver and East ..... 8:00 P. M.
No. 11 for Ogden and local points 6:05 P. M.
No. 10 for Heber, Provo and Marysvale ..... 8:00 A. M.
No. 8 for Provo and Eureka ..... 5:00 P. M.
No. 3 for Ogden and West ..... 11:10 P. M.
No. 1 for Ogden and West ..... 1:45 P. M.
No. 5 for Ogden and West ..... 10:35 A. M.
No. 102 for Park City ..... 8:15 A. M.
No. 112 for Bingham ..... 8:10 A. M.
No. 114 for Bingham ..... 3:00 P. M.

ARRIVE SALT LAKE CITY.

No. 12 from Ogden and local points ..... 9:50 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 Denver and East ..... 11:00 P. M.
No. 9 from Heber, Provo and Marysvale ..... 6:00 P. M.
No. 6 from Ogden and West ..... 8:40 A. M.
No. 14 from Ogden ..... 3:05 P. M.
No. 2 from Ogden and West ..... 3:40 P. M.
No. 4 from Ogden and West ..... 7:50 P. M.
No. 7 from Eureka and Provo ..... 10:00 A. M.
No. 101 from Park City ..... 5:15 P. M.
No. 113 from Bingham ..... 10:50 A. M.
No. 115 from Bingham ..... 5:40 P. M.

PERFECT DINING CAR SERVICE.

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

Ticket office, Dooly block. 'Phone 205.

J. A. BENTON, G. A. P. D.

Oregon Short Line Railroad.

Time Table IN EFFECT JUNE 1, 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, Butte, 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, Butte, San Francisco and intermediate points ..... 10:30 a m
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San ..... 1:40 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, Traffic Manager.
D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. P. & T. A.
City Ticket Office, 201 Main Street, Telephone 250.

Note.—The 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.

San Pedro, Los Angeles & Salt Lake R. R. Co.

TIME TABLE

EFFECTIVE MAY 1ST, 1905.

DEPART DAILY
From Oregon Short Line Depot, Salt Lake City.

No. 5—For Stockton and Tintic District ..... 7:45 a m
No. 33—For Provo, Mercur, Mantí and points on Sanpete Valley ..... 8:00 a m
No. 31—For Provo, Nephi and Lynn ..... 5:00 p m
No. 1—For Los Angeles and Intermediate Points ..... 8:30 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.

City Ticket Office, No. 17 W. Second South Street. Telephones 1886.

E. W. GILLETT, General Passenger Agent.
J. L. MOORE, District Passenger Agent.

"THE LAGOON ROAD"

Salt Lake and Ogden Railway.

Simon Bamberger, Pres. and Gen. Mgr.
A. D. Pierson, Gen. Pass & Tkt. Agt.

Time Table in Effect May 30, 1905.

LEAVE SALT LAKE:
6:30, 9, 11 a. m. 2, 4, 6, 7, 8 p. m.

LEAVE LAGOON.
7:30, 10 a. m. 12 m. 3, 5, 7, 9, 10:30 p. m.

Extra trains on Sundays and Holidays. Leave Salt Lake 3 and 5 p. m. Leave Lagoon 4 and 6 p. m.

Salt Lake & Los Angeles Railway.

Trains to Saltair Beach.
Time Table in Effect May 31st.

Leave Salt Lake.		Arrive Salt Lake.	
No. 2	10:00 a. m.	No. 1	12:30 p. m.
No. 4	2:00 p. m.	No. 3	3:30 p. m.
No. 6	3:00 p. m.	No. 5	4:30 p. m.
No. 8	4:00 p. m.	No. 7	5:30 p. m
No. 10	5:00 p. m.	No. 9	6:30 p. m.
No. 12	6:00 p. m.	No. 11	7:30 p. m.
No. 14	7:00 p. m.	No. 13	8:30 p. m.
No. 16	8:00 p. m.	No. 15	9:30 p. m.
No. 18	9:00 p. m.	No. 17	10:30 p. m.
No. 20	*10:00 p. m.	No. 19	*11:30 p. m.

*Sunday last train leaves Salt Lake at 9:00 p. m. and Saltair 10:00 p. m.

J. E. LANGFORD, Lessee.

Herald Want Ads Bring Results.