

GENERAL AGENTS OF THE BIG RAILROADS IN SALT LAKE.

DAVID R. GRAY.

D. R. Gray, general agent freight and passenger department for the Harriman lines, which include the Oregon Short Line, Union Pacific, Southern Pacific, Oregon Railroad & Navigation company with their connecting steamship lines, was born October 12, 1866, at Loveland, Ohio. He was educated at the Ohio Wesleyan university at Delaware, O. He entered the railroad service in 1884, since which time he has been successively to 1886, clerk, Pennsylvania company, at Cambridge city, Ind.; 1886 to 1889 at college; November 1889 to October 1, 1890, clerk in general freight office Southern Pacific company at San Francisco, Cal.; October 1, 1890, to 1892, contracting agent at Salt Lake City; October, 1892, to September 1, 1901, general agent freight and passenger departments for the same company, Atlantic and Pacific systems here. Upon the consolidation of the Harriman interests, Mr. Gray was appointed, September 1, of this year, to the important position which he now holds.

J. D. KENWORTHY.

J. D. Kenworthy commenced railroad life with the Indianapolis Cincinnati & LaFayette railroad now a part of the Big Four system. From there he went to the contracting department of the Vandallia line then to the treasury department of the same company; was afterwards connected with the Atchison, Topeka & Santa Fe railroad as traveling auditor. He came to Salt Lake in 1888 as general agent of the same company, which position he held until 1897, when he went to the Rio Grande Western as assistant general freight agent. He remained with that company in that capacity until the purchase of the property by the Denver & Rio Grande railroad July 1, 1901, when he was retained as general agent of the freight department for both roads.

WILLIAM H. DONNELL.

William H. Donnell, general agent in Salt Lake for the Colorado Midland, is a very popular railway official and is making for his line a splendid record of friends. His experience with railways and with the people is of considerable extent and the Colorado Midland is losing nothing in this fact. During the time of his service he has been with the Indiana, Bloomington & Western, the Ohio, Indiana & Western and the Ohio & Southern, being in the local freight office at Springfield, Ohio, as chief clerk and cashier from 1891 to 1894; 1894 to 1897, traveling freight agent

for the Rio Grande Western; 1897-98, general sales agent Diamond Coal company and 1898 to date general agent here for the Colorado Midland.

J. E. OGLESBY.

J. E. Oglesby, general agent at Salt Lake for the Chicago, Rock Island & Pacific, was born September 25, 1847, at Indianapolis, Ind. After graduating at the academy in Indianapolis, he completed his education at Washington college, being educated for the law. In 1867 he was clerk in the local freight office of the "Bee Line" at Indianapolis. In 1868 he became contracting freight agent for the White Line Central Transit company or fast freight line at Indianapolis, also chief clerk in the office of the assistant superintendent of that line at the same time. In 1873 he held the position of chief clerk in the general freight office of the Indianapolis & St. Louis railroad at St. Louis, Mo., and in 1878 was rate clerk in the general freight office of the Louisville & Nashville railway at Louisville, Ky. In 1880 he was chief clerk in the general freight and passenger office of the Paducah & Elizabethtown railway at Elizabethtown, Ky., and during his service with this company, the line was consolidated with the Paducah & Memphis road under the name of the Chesapeake & Ohio South Western, and headquarters were moved to Louisville, where he acted as chief clerk of the consolidated lines. In 1883 he took the chief clerkship in the general freight office of the Kansas City, Fort Scott & Memphis railway at Kansas City, and in 1887 was appointed chief clerk in the division freight and passenger office of the mountain division of the Union Pacific railway at Salt Lake City, this division being now known as the Oregon Short Line. In 1890 he was appointed general agent of the Chicago, Rock Island & Pacific railway at Salt Lake City. Mr. Oglesby's entering the railroad business was purely accidental, he having volunteered to assist in the office of the "Bee Line" at Indianapolis during the absence of one of the clerks. Like the business, he decided to remain in it, and consequently has had a very varied career, but is still steadily fast to his first love.

CHARLES F. WARREN.

Charles F. Warren, general agent at Salt Lake for the Atchison, Topeka & Santa Fe railway, was born in Boston, Mass., and during his career in the railway service has held these positions: 1876, telephone operator Eastern rail-

way (now Boston & Maine railway); 1877-78, ticket clerk and telegraph operator, Atchison, Topeka & Santa Fe railway; 1879 to 1882, out of service, 1884, telegraph operator, check clerk and billing clerk, Atchison, Topeka & Santa Fe railway; 1886-87, out of service; 1888 to 1892, station agent, Atchison, Topeka & Santa Fe railway; 1893, station agent, Rio Grande Western railway; 1894 to 1898, traveling agent, Atchison, Topeka & Santa Fe, at Salt Lake City; 1899 to present date, general agent Atchison, Topeka & Santa Fe railway, at Salt Lake City, Utah. The Santa Fe has come to be a general favorite with the business public since Mr. Warren's appointment here in the service of the company, and the longer he stays in Salt Lake the better people like him.

CHARLES A. WALKER.

Charles A. Walker, general agent at Salt Lake for the Chicago & North Western railway, was born at Schellville, Indiana, April 18, 1847; entered the railway service in 1878 as telegraph operator for the Grand Rapids and Indiana railway at Kendallville, Ind. He was with the Michigan Central railway in a similar capacity in 1880 at Grand Rapids, Mich., and with the St. Louis, Iron Mountain & Southern, the Baltimore & Ohio, and Lake Shore & Michigan Southern railways, as telegraph operator in 1881, was with the Chicago & Northwestern railway, as agent at Clybourn Junction, Chicago; trainmaster, operator and clerk of the Wisconsin division, in 1882-3, and was telegraph operator for the Atchison, Topeka & Santa Fe railway in 1884, at Las Vegas, N. M. Mr. Walker has been with the Chicago and Northwestern railway company continuously since March 1, 1885, and has served in the following capacities: 1885-91, bill clerk, rate clerk and freight solicitor; 1891-92, traveling freight agent at Detroit, Mich.; April 1892, to date, general agent, at Salt Lake City, Utah, where his taking personality has made his stay very pleasant for himself and profitable for his company.

DONALD ROSE.

Donald Rose, general agent of the Illinois Central railroad, is a Scotch Highlander, born in the pretty village of Beaulieu, in the northern Highlands of Scotland. He entered the legal department of the Highland Railway company as a boy, and later the transportation department of the same line. The Grand Trunk railway of Canada induced him to come to this country,

and after several years of experience on the Canadian railway he came to the United States and was connected with the traffic departments of the Chicago, Rock Island & Pacific and Atchison, Topeka & Santa Fe railways. When the Kansas City Transportation bureau was organized, he was appointed secretary of that concern, and resigned to enter the service of the Illinois Central railroad, where he has remained for over ten years. Mr. Rose is serving the Illinois Central well in his capacity as commercial agent in Salt Lake, and the credit of his business dealings for the road includes much territory in states surrounding Utah and where his popularity is as great as it is in Salt Lake.

CHRISTUS A. TRIPP.

Christus A. Tripp, general agent in Salt Lake for the Missouri Pacific, was born at Manchester, Ia., and entered the railway service in 1872, since which time he has occupied these positions: 1872 to 1881, operator at Jonesburg, Mo.; agent at St. Charles, Mo., special agent North Missouri railway (now Wabash line); 1881 to 1887, traveling auditor Denver & Rio Grande, also with manager of construction of the same road, and freight and ticket agent, and commercial agent at Pueblo, Colo.; December, 1887, to May, 1890, general agent for the Missouri Pacific at Pueblo, Colorado; and since that time general western freight and passenger agent for the same road, with headquarters at Denver and more recently at Salt Lake, where the patronage given to his line has increased through Mr. Tripp's affability and business acumen.

LONDON L. DOWNING.

London L. Downing, commercial agent in Salt Lake for the Chicago, Milwaukee & St. Paul railway, was born on Dec. 12, 1859, and received public school education at Ellyria, O. In 1869 he entered the railway service as an operator for the Cleveland & Toledo railway, now the Lake Shore & Michigan Southern, and since that time has been identified with railroading as operator, agent, train dispatcher, chief hatcher and trainmaster on the Lake Shore, Wabash, Erie, Ohio Central, Rio Grande, Denver, South Park & Pacific, Denver & New Orleans and the Union Pacific. From 1892 to 1894 Mr. Downing represented here the Red Line Transit company; 1894-5, contracting agent at San Francisco for the Denver & Rio Grande; 1895-7, traveling freight agent Chicago & Northwestern railway at Denver; and since Nov. 1, 1897, to the

present time he has served the Chicago, Milwaukee & St. Paul in this city. He has made a host of friends here and is rendering valuable service to his company.

HOYT SHERMAN.

Hoyt Sherman, general agent for the Colorado & Southern and the Ft. Worth & Denver City railways, entered railway service as check clerk at the Chicago, Rock Island & Pacific railway freight depot at Des Moines, Iowa, in 1878; served as station agent for the same line at Harlan, Iowa, until 1881, and in 1881 was appointed traveling passenger agent for the Union Pacific railway, with headquarters at Chicago. In 1889 he came to Salt Lake City as general agent in the passenger and ticket departments of the Union Pacific, and served until appointed receiver of the Union Pacific Land office in 1891. He re-entered the railway service in 1894 as general for the Union Pacific, Denver & Gulf, afterwards changed to agent of the Colorado & Southern and Ft. Worth & Denver City railways, with headquarters at Salt Lake. Mr. Sherman has charge of traffic for his lines, destined to and originating in the territory west of Colorado and Wyoming, a very extensive district, and one that requires frequent trips to the neighboring states and to the Pacific coast. In addition to his railway work, Mr. Sherman served a term as member of the Utah commission in the old territorial days, and is at present a member of the State Senate from Salt Lake county.

RICHARD F. NESLEN.

Richard F. Neslen, general agent in Salt Lake of the Burlington and Missouri River R. R. in Nebraska, began railroading in September, 1885, when he became an office boy in the Rio Grande Western office in this city. He was afterwards promoted to a clerkship, and remained with the Western until August, 1888. Then he went over to the Burlington to act as clerk in the general agent's office, where he remained until July, 1891. Mr. Neslen then entered the Missouri Pacific office under General Agent S. V. Derrah, where he remained as traveling freight and passenger agent until July, 1893, when he returned to the Burlington as traveling freight and passenger agent. He remained in that capacity until May 1, 1900, when he was promoted to be general agent. Mr. Neslen is essentially a Utah product, is widely known and universally liked.

CITY AND COUNTY DIRECTORY.

1900-1901.

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COMMISSIONERS—James H. Anderson, Henry Harker, William J. Horne.
CLERK—John James.
SHERIFF—G. Ham Naylor.
RECORDER—Thomas Alston.
TREASURER—William H. Dale.
AUDITOR—George H. Wood.
ATTORNEY—Parley P. Christensen.
SURVEYOR—Jesse W. Fox.
ASSESSOR—Ben R. Eldredge.
SUPERINTENDENT OF SCHOOLS—B. W. Ashton.

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RECORDER—J. O. Nystrom.
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SUPERINTENDENT OF PARKS—C. B. Erickson.
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SUPERINTENDENT OF SCHOOLS—D. H. Christensen.

Homeseeker or Tourist, By GEORGE W. HEINTZ.

The Growth of Intermountain Travel.

IN THE absence of a chamber of commerce or board of trade, the Rio Grande Passenger department has resolved itself into a public bureau of information. Its expensive advertising of the last few years, which has been so widely disseminated by its own and connecting line agents, also through the medium of the press, is now producing most satisfactory results. Inquiries regarding Utah's resources, its health features, its marvelous inland sea, and its business opportunities are daily received from all parts of the world, and answered with dispatch and discrimination. While, of course, the motive is one of self-interest, nevertheless the public benefits by this giving of facts and figures to a much greater extent than the railroad.

Though special attention is now being given to the advertising of Salt Lake City and Utah as a winter health residence, due largely to the fact that almost any degree of temperature is obtainable in this state—the low thermometer and dry atmosphere in the vicinity of the mountain ranges, the temperate climate in the sheltered districts and the semi-tropics in the southern portion of the state—it is, perhaps, as a summer resort that this locality has come into greatest prominence within the last few years.

During the summer season of 1900 there were in the neighborhood of 7,500 round trip tickets sold to Salt Lake City and Ogden, but during the same period this year all previous records were eclipsed by the sale of 10,000 excursion tickets. This is about one-fourth as many tourists as annually go to Colorado, but Colorado is constantly bidding for this class of travel by carefully prepared booklets dealing in well-expressed phrases with the attractions of the state. She does not leave this important matter entirely to the railroads. It is a subject in which every business man and every taxpayer, is vitally interested, for the incoming of this great volume of travel means the expenditure annually of millions of dollars within the confines of the state. The newspapers of Colorado are continually speaking in their col-

umns of the everlasting sunshine and the health-giving qualities of her pure mountain air, all of which reach the attention of eastern searchers after health or recreation or homes.

A bureau especially conducted with a view to spreading reports of the advantages of climate and soil is a necessary adjunct to every enterprising Colorado town and so should it be here. We have all the attractions claimed for Colorado and in addition thereto, an inland Salt Sea unlike anything else in the world, save perhaps the Dead Sea of Canaan. Here, history, romance and religion are blended with the progress of the state; here, almost limitless resources and thousands of happy homes await the coming of the prospector and the husbandman; here, to lure the seeker after artistic environment, are mountains and vales, lakes and streams, pine and gorge—and parks more beautiful in Nature's outline than ever conceived by the genius of man. It is unfortunate that capital has not yet been interested in the building of suitable hotel accommodations along our mountain streams, canyons and lakes, and that insufficient water has in the past been stored to reclaim the vast arid lands of the state, and thus encourage travel and immigration, but the former will not long be overlooked by eastern investors and President Roosevelt has the remedy for the latter.

If the present prosperous conditions in America continue during the ensuing year, the tourist travel to Utah will greatly increase. The Elks' convention, and the meetings to be held on the Pacific coast will serve to bring to Salt Lake City a larger number of people than have ever congregated here during the summer season. Not alone in speaking of benefits derived from tourist travel, do we figure on the purchasers of round trip tickets to Utah, but also of some 25,000 passengers who, every summer, travel to and from the Pacific coast on tourist tickets by way of Salt Lake City and the Rio Grande lines, and who are urged by the agents and literature of the road to stop off in this quaint, picturesque and interesting city. The spending of a day or two in Utah by the accretion army of tourists means the expenditure of a large sum of money; hence it is advisable, by providing the accommodations required, to encourage the travelers to put in as long time within the borders of the state as possible. Thus a factor that would materially help would be the establishment of first class hotels and sanitariums in the attractive canyons and nooks and at the valuable mineral springs in the valleys in and about Salt Lake City. It may prove of some interest to readers to learn of the enormous issue of books and folders circulated by the Rio Grande Western Railway. I append, therefore, a tabulated statement of the issues of the past two seasons:

"Utah"—A Mountain-Walled Treasury	150,000
"Crossing the Rockies"	110,000
"Salt Lake City—The City of the Saints"	105,000
Tourists' Guide to Salt Lake City	50,000
"Pointers to Prosperity"—Agricultural	55,000
"Alpine Tours"—Scenic Utah Slides	50,000
"Utah Mining Districts"	50,000
Prospectors' Map and Guide	25,000
"It Will be Summer-Time By and By"	140,000
Folders—per annum	240,000

TURKISH JUSTICE.

A feature in the local press for months past is a daily list of judicial transactions dismissed or placed on trial for official irregularities. It would appear that the present minister of justice appreciates the advantages of an honest administration, and is bent upon eliminating the undesirable elements from the branch of public service placed under his authority. Turkish judges are perhaps the most corrupt body in the world, and the administration of justice has come to be regarded as a mere question of bribery. The man who pays the greatest bribe being sure to win the case. It is stated that in the course of the hearing of a case in one of the Istanbul courts the president, addressing the defendants, said: "I asked him what the time was. The latter, looking at his watch, said it was a quarter to 4, whereupon the president consulted his own timepiece and declared it was only five-and-twenty minutes past three. A discussion ensued as to whose watch was right, and it was eventually decided that the advocate's watch was in advance by fifteen minutes, which meant, in other words, that the accused would be acquitted if the judges were paid £15.

GAELIC IN POLITICS.

Few people would expect to see any connection between the present revival of interest in the Irish language and politics, but such has been found in Boston. In one of the council districts there one of the candidates is a leader in the Gaelic revival movement, and his friends are laying great stress upon the fact. It is not mentioned how the Gaelic scholar proposes to use his linguistic accomplishment, but his supporters claim that it lends a chance of victory to an otherwise hopeless candidacy. A discussion ensued on the stump before. When Daniel O'Connell was once forbidden to speak in Ireland he defiantly announced he would not respect the government order. It was of the same critical period of the agitation in which he played such an important part. The prohibited meeting was held at a point in Kerry. Official shorthand writers were specially sent from London to take down his speech in Irish, a language known to nearly all the native auditory, but of which the astonished reporters knew not one word.—Philadelphia Times.

WASTING LIVES



Because of irregular habits and disordered menses; because of the distress of leucorrhoea and the sharp pangs of bearing-down pains, thousands of women's lives are divided into monthly periods of suffering. They spend several days in bed every month—but the bearing-down pains never cease. Every exertion reminds them what a burden it is to live. Three weeks of this and then—the bed again. It is no wonder so many women are wrecked in body and mind. But it should never be forgotten that

WINE OF CARDUI

has rescued 1,000,000 women who suffered like this. It cured Mrs. Hancock, who endured two years of female suffering before she sought the right relief. There is no excuse for any woman dragging out her life in such agony and distress when she could be useful and happy. Wine of Cardui will regulate the menstrual flow and strengthen the diseased ligaments of the fallen womb. Such a medicine, that will make you feel like a new woman before another month, is for sale by your druggist. Secure a \$1.00 bottle to-day.

Fire Creek, W. Va., February 8, 1901.

For more than two years I suffered with falling of the womb, and I am glad to say that Wine of Cardui and Theodor's Black-Draught cured me. Since I have taken Wine of Cardui other suffering women, just like myself, have also commenced its use and they think it is the only medicine in the world for suffering women.

Mrs. LELIA HANCOCK.

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Ship Your Hides to Us.

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Do you have the Standard Dictionary in your library or school room? If not, you are not up to date. It is the largest, best edited, best printed, best bound, and most modern work in all respects yet issued. Only a limited number on hand. Address the Deseret News.