

RECLAMATION OF THE ARID LANDS.

Chief Engineer Newell's Report Will Soon be Issued to The Public.

ABOUT HEADWATER FORESTS.

The Salt River Valley, Idaho Deserts, Montana Projects and Other Important Undertakings.

Special Correspondence.

Washington, Jan. 6.—The second annual report of the irrigation reclamation service, under the charge of Frederick H. Newell is now in proof and will soon be issued as a public document. The report will give a general description of the work being done by the government in the various western states and territories under the national irrigation law. Actual construction has been begun in Arizona and Nevada on two great projects which will reclaim several hundred thousand acres of fertile land and build it up into dense agricultural communities. Detailed surveys have been and are being made of numerous other projects and several of these will be taken up during the coming year. By the end of the present fiscal year there will doubtless be something like 25 or 24 million dollars in the reclamation fund for this work.

The general idea is, as expressed in the report, that the irrigation law is a safe and carefully framed act and can be worked out to advantage. No change or amendment to the law is recommended to Congress. If after an actual trial upon two or three projects some weak point develops then the government will be in a position to intelligently advise Congress what change is needed.

HEAD WATERS FORESTS.

The forthcoming report of the irrigation reclamation service calls attention to the great necessity for the protection of the headwaters of streams.

"One of the most important matters in connection with the permanent development of the water resources of the country, is the protection of the catchment basins from destructive influences. The head waters of many of the important streams are already included within the forest reserves and some of the important reservoir sites are thus guarded from injury. The forest reclamation boundaries should be extended to include the country from which comes the principal part of the rainfall. This land usually has no value for cultivation, is rugged and suitable only for the production of trees."

The belief is gaining ground at Washington that not only should the forest reserves be extended to this degree, but that the entire remaining public forest lands should be permanently reserved, and that any timber cut therefrom should be under government supervision, thus absolutely insuring the water supply, both for irrigation and power. The scores of denuded and bare mountain ranges in western states, once thickly covered with spruce and fir, attest to the baneful operation of our present timber laws.

GREATEST DAM IN U. S.

The official figures of the geological survey show an interesting comparison of the dimensions of the big Tonto dam of the Salt River Valley, Arizona, with other great artificial reservoir structures in the country. The Tonto dam is to rise 250 feet above the channel of the stream. Its thickness at the base will be 135 feet, gradually tapering to a width of 16 feet at the top. The width of the dam across the canyon will be 500 feet.

The great Croton dam, which is to supply New York with water, is 220 feet above the river channel and 1,200 feet across. It was necessary in this case to dig down 50 feet to insure a good foundation.

The Wachusett dam near Boston is 125 feet above the river channel, 135 feet thick at the base and 850 feet wide. TO IRRIGATE IDAHO DESERTS.

The government has been making a general reconnaissance of the irrigation possibilities of Idaho, under the national law, and has selected three localities for more complete study. The southern portion of Idaho, particularly along the Snake river, offers some of the best opportunities for reclamation in the United States," said Mr. F. H. Newell, the national hydrographer. "There are vast tracts of arid land along this river which could be transformed into great farming communities through the storage of its waters."

One of the three projects selected by the government for special study is the Mud Lake undertaking. This includes a large extent of desert land, and it is believed that 200,000 acres can be reclaimed through a canal leading on the North Fork of the Snake river near St. Anthony. Various trial lines have been run out by the government across the desert, showing that canals can be carried out at different elevations and at different costs.

The Minidoka project contemplates the reclamation of about 80,000 acres on both sides of the Snake river south of the Oregon Short Line railroad. The Snake is to be dammed but the water cannot be raised sufficiently high to get it out on to the best lands, so that supplemental piping on a large scale is proposed to reach the lands above the gravity system. The power for pumping can be derived by suitable water wheels installed near the dam. To furnish the water for these and the head waters of the Snake, including Lakes Jackson, Two-Ocean, Emma, Matilda and Jennie, all of which have been set aside for reservoirs.

The third government project in Idaho is the Payette-Plover, near the city of Boise. The Payette river on the north furnishes

A WOMAN'S COMPLEXION.

It is rank foolishness to attempt to move sallowness or greyness of the skin by the use of cosmetics, or "local" treatment, as advocated by the "beauty" doctors. The only safe and sure way that a woman can improve her complexion is by purifying and enriching the blood, which can only be accomplished by keeping the liver healthy and active. The liver is the seat of bile and blood pollution. Green's August Flower acts directly on the liver, cleanses and enriches the blood, purifies the complexion. It also cures indigestion, biliousness, nervousness, and induces refreshing sleep. A single bottle of August Flower has been shown to cure the most pronounced and distressing cases of dyspepsia and indigestion. New trial size bottle, 25 cents. Regular size, 75 cents. At all druggists.

G. & GREEN, Woodbury, N. J.

a large supply of water, much of which goes to waste. The work involved in this reclamation, it is believed, will be expensive, and probably include tunneling. A very careful study of this project is necessary, but the lands involved will be of very high value, and the benefit to the state will be far-reaching.

AS TO STATE CONTROL.

The action of the Idaho legislature in accepting the national "Carey act," is an indication of the danger which may result from leaving irrigation or land questions to be dealt with by various states. In accepting the Carey act, which provides that when public land, under state regulations, shall be reclaimed by irrigation, and settled upon, the state can acquire title from the general government free of cost, the legislature of Idaho slipped in a provision, known to but few, to the effect that where such lands were reclaimed by any private company, in case they had not been settled at the expiration of two years after the completion of the irrigation work, the title of the land should pass to the reclamation company. This was a most egregious mistake from the standpoint of settlement and community building, but would operate very nicely in the interests of land or irrigation companies desiring to secure large tracts of land. It would be an easy matter for any private company to acquire title under the Carey act, to make its settlement quite difficult, and at the end of the two years specified, secure patent itself to large portions of, if not the entire tract reclaimed.

VIOLATION OF FEDERAL LAW.

The matter having been called to the attention of the department at Washington, it was held that the Idaho enactment violated that portion of the Carey act which says:

"That such state shall not sell or dispose of more than 150 acres of said land to any one person."

The secretary of the interior, however, has let the erring state down easy and has ruled that inasmuch as Idaho has agreed with the general government, for which purpose Governor Morrison was recently in Washington, that in selling and disposing of the land sought to be segregated the state will not sell more than 150 acres to any one person and then only to bona fide settlers, the federal government will not withhold title to lands.

It would seem that in view of the fact that the Idaho legislature in its terms of acceptance of the Carey act had enacted a specific provision directly in conflict with the terms of that act, the general government would have been warranted in making an example in this case and refusing to grant to Idaho any patents under the Carey act until the Idaho legislature repealed its conflicting and fraudulent enactment. In his holding, the secretary of the interior states that "should it (Idaho) fail to carry out its contract and violate the provisions of the Carey act, it would seem that Congress alone has the power to enforce the conditions of the grant."

The most that could be done by the executive department of the government would be to report the matter to Congress.

SEVERAL MONTANA PROJECTS.

The government engineers have been active in studying the irrigation possibilities in Montana during the past season. In addition to the great Milk river project, about which much has been written and which will be taken up in this correspondence in detail later, investigations have been made of several other Montana projects. In the southern part of the Milk river a general reconnaissance has been in progress along the Sun river, the Mussel shell river, and the Yellowstone, particularly near the mouth of the latter. It is believed by the engineers, from the preliminary surveys accomplished, that lands can be reclaimed in eastern Montana and adjacent portions of North Dakota by diverting the waters of the Yellowstone river on the north bank in Montana. The Yellowstone is a great stream, flowing nearly the entire length of Montana and emptying into the Missouri just after it crosses the Montana line in North Dakota.

THREE SCORE AND FIFTEEN

Seventy-Fifth Birthday of Hon. John T. Caine Fittingly Observed.

The seventy-fifth anniversary of the birth of Hon. John T. Caine, was pleasantly celebrated by the members of his family at the home of his son-in-law, George D. Alder, on First street last evening. About 40 of the descendants of the honored gentleman, including children, grandchildren and other near kin and friends, sat down to the old fashioned supper.

The evening was spent in music and felicitations, and while nearly four score of years have sped away since his birth, there were none present more active in the festivities of last night than Mr. Caine. The years have rested lightly upon his shoulders and while they have served to sprinkle his hair with gray, the sprightliness of middle age is still retained by him.

Mr. Caine was born on the Isle of Man, Jan. 8, 1829. He left there when 17 years of age for New York City. After a residence there of two years he moved to St. Louis, leaving there for Salt Lake City, where he arrived in 1852. His career here has been an active one, he having honorably filled many important political and ecclesiastical offices, the former including 10 years as delegate from the Territory of Utah in the house of representatives at Washington. In the old days here Mr. Caine was one of the managers of the Salt Lake theater, appearing in many of the plays presented there as well. He is the father of 13 children, while his grandchildren number 40 or more and great grandchildren, three. Among those present last evening of the immediate family were Mr. and Mrs. Arthur Pratt, Mr. and Mrs. Joseph E. Caine, Mr. and Mrs. George D. Alder, Mr. and Mrs. Will G. Farrell, Mr. and Mrs. Will G. Patrick, Mr. and Mrs. Charles A. Caine, Mrs. Margaret A. Caine and others.

SPIKE AND RAIL.

The delegates to the National Live Stock convention and the Woolgrowers association meeting left over the Oregon Short Line for Portland this morning. With the exception of Gov. Wells who leaves tonight, the roster was the same as printed in the "News" two evenings ago.

No. 1, R. G. W. came in two sections today. On one section were the battery boys returning from the cruel war at Sunnyside.

The Rio Grande is putting up 35 cars loads of ice daily at Gorgeona on the Park City branch. When this work is completed the managers of Gorgeona will be able to furnish ice to Colton. The ice is from 13 to 22 inches in thickness.

W. J. Shortwell, general agent at San Francisco for the Denver & Rio Grande, is in Salt Lake on his way home after an extended tour over the entire Gould system.

H. M. Cushing, traveling passenger agent for the Rio Grande, returned from a trip through Sanpete county.

Commercial Agent Moore of the Salt Lake & Pacific down the line today on a business trip.

OFFICERS NAMED FOR SALT RIVER ROAD.

Railway and Bathing Resort Companies Elect Directors for The Ensuing Year.

EXECUTIVE COMMITTEE ALSO.

President Joseph F. Smith is at the Head of Both Companies—Railroad News.

The stockholders of the Salt Lake & Los Angeles Railway company and the Salt River Beach company met in the President's office this morning and elected directors, officers and an executive committee for the coming year. Beyond this action nothing aside from the regular routine business was taken up.

For the railroad company the following were elected: President, Joseph F. Smith; vice president, John Henry Smith; secretary, William McMillan; general manager, J. E. Langford; executive committee, John Henry Smith, L. John Nuttall and N. W. Clayton; directors, Joseph F. Smith, John R. Winder, James Jack, L. John Nuttall and Nephi W. Clayton.

For the beach company: President, Joseph F. Smith; vice president, John Henry Smith; secretary and treasurer, W. McMillan; general manager, J. E. Langford; directors, Joseph F. Smith, John R. Winder, Anthon H. Lund, John Henry Smith, James Jack, L. John Nuttall and Nephi W. Clayton.

GOOD FOR CHEYENNE.

Is to be Made the Great Central Freight Transfer of the Union Pacific.

(Special to the "News.") Cheyenne, Wyo., Jan. 9.—It is reported here on good authority that the Union Pacific will make Cheyenne the great central freight transfer point on the system. It is proposed to move the transfers from Council Bluffs, Denver and Omaha to this point and do all of the work heretofore done at those points in East Cheyenne, where a large transfer depot is to be built. The transfer station built here several years ago is too small to handle the traffic, but there is plenty of room in the east end of the yard for large warehouses and transfer platforms. Recently reports were circulated that the local station was to be abolished and the transferring done at Council Bluffs and Denver. The new order of things will bring to Cheyenne a large number of checkers, truckmen and others, a force of probably not less than 100 men being necessary to handle the business.

GOULD LINES' UNIFICATION.

Arrangements Completed for Merger of Eastern End of System.

New York, Jan. 9.—The general arrangements incidental to taking over the Pittsburgh, Carnegie and Western and unifying the Gould lines west of Pittsburgh have been completed, according to the Herald, and are ready to be brought before the directors and stockholders of the various companies for approval. It is understood that the plans involve the issuance of new securities and a closer unification of the finances of the Gould roads between Pittsburgh, Chicago and St. Louis. The Pittsburgh, Carnegie and Western syndicate will be wound up and the property placed under the direction of the Wash. together with the Wheeling and Lake Erie and probably the Ann Arbor. But the scheme does not involve the unification of the entire Gould system, having in view merely the consolidation of the Gould properties in the central states and Pennsylvania.

With the completion of the Pittsburgh-Baltimore line it is expected that a similar unification will bring the Western Maryland, the West Virginia Central, the Chesapeake and Ohio, and the new lines projected directly under the Wash. as the central road of the eastern group.

STILL HANGING FIRE.

Northern-Pacific-O. R. & N. Deal for Joint Trackage Arrangements.

Portland, Or., Jan. 9.—The question of trackage arrangements by which the Northern Pacific may run trains from eastern Washington over the Oregon Railroad & Navigation line into Portland and the Oregon Railway & Navigation line over the Northern Pacific to Seattle and Tacoma seems to have reached the point where both parties are willing to make a deal, but cannot agree on terms. When President Melan of the Northern Pacific was in Portland a year ago he said that his company was quite willing, and there is no reason to believe that the policy has changed since Mr. Elliott became president. Mr. Harriman has expressed the same disposition on the part of the Oregon Railway & Navigation, but the statement of President Melan of the Oregon Railway & Navigation since his return from the east indicates that no progress has been made. Under the suggested scheme the Northern Pacific would escape the heavy haul over the Cascade mountains and on the other hand the Oregon Railway & Navigation would be able to haul freight and passengers through to the sound without breaking bulk of changing cars. It is probable that what it has to offer is more money than it would receive, so that they find it impossible to get together.

RATES TO BOISE.

Chamber of Commerce Working to Secure Some Important Concessions.

The Boise chamber of commerce is after more freight rate concessions. After having secured a number of reductions on commodities which, by the way, since the first of the month when the new schedule went into effect, has had the effect of stirring up the Salt Lake Commercial club to vigorous protest, Boise is now looking up the rates on coal. In Boise consumers are now paying \$1.50 a ton for coal, while at Baker City, over a hundred miles further west, coal can be purchased for a dollar less. In explanation of the advantage of a freight rate which is 50 cents lower, than that prevailing to Boise it was pointed out by the dealers that in Baker City and other towns to the west and north of Boise, competition by Seattle coal must be met, this factor serving to cut down the price materially. In Moscow, for example, they stated, Rock Springs coal hauled through Nampa and several hundred miles through Oregon and Washington was sold for approximately the same money as in Boise.

The chamber of commerce also proposes to draw the attention of the Oregon Short Line to the discontinuance of the arrangement whereby through passenger from the east, bound for the Pacific coast, were permitted to visit Boise from Nampa free of charge, the same as the trip from Ogden to Salt Lake was permitted tourists.

VANDERBILT CUP FOR AUTO RACE.

Provided the American Association Can Find a Suitable Course.

THE RACING BOARD ACCEPTS.

New Rules to be in Vogue—The French System of Classification To be Included.

New York, Jan. 9.—W. K. Vanderbilt, Jr., has offered to give a cup for automobile competition on the road if the American automobile association can find a suitable course, and will promote a race of from 200 to 300 miles, or thereabouts, Chairman Paddington, of the racing board has accepted the offer and the matter will be taken up at once by the association.

Racing conditions for automobiles were revised by the committee and will be presented to the directors for final action. The proposed new rules include the adoption of the French system of classification which will enable racers to compare with greater facility with American records, with those made abroad.

L. D. S. U. TEAM WON.

Defeated the Salt Lake Basketball Team Yesterday Afternoon.

The L. D. S. University basketball team downed the Salt Lake team yesterday afternoon, in the university gymnasium. The students were the superior in team work, and in general outclassed their opponents, allowing but little playing in their territory. Christy, Hamlin and Smith particularly distinguished themselves for the students, and Rasmussen and Richards for the Salt Lake. The teams lined up as follows:

L. D. S. U. Salt Lake.
Smith R. F. Parry
Stewart L. E. Rasmussen
Taylor C. Rippet
Hamlin R. G. Richards
Christy L. G. Farrington
Official Umpire—W. Lind. Referee—Joe Standton. Timekeeper—Willard Bean. Score—N. C. Hicks.

HERRERA-NEARY DRAW.

Fought Six Rounds and Mexican Had Better of It.

Milwaukee, Wis., Jan. 8.—Aurelio Herrera of California and Charles Neary of Milwaukee went six rounds to a draw before the Badger Athletic club tonight. The Mexican had clearly the better of the argument on points in every round except the fourth, when in a fierce mix-up Neary landed a hard right on the jaw, staggering his man.

This round ended with Herrera's right ear bleeding and Neary's lip cut badly. Herrera landed at will, but did not seem to have force to his blows to turn the trick. The fight ended in a hot mix-up, but both men fared strong.

ASCOT PARK RESULTS.

Six Favorites Got to the Wire in Front of Their Fields.

Los Angeles, Cal., Jan. 8.—At Ascot park today only one of the six favorites got to the wire in front of their respective fields. Jockey J. Lewis landed two winners, both at 20 to 1. The books took the day winner by many thousands. Urliane won the first race, Estado, the favorite, being left at the post. The second went to Golden Boy, the second choice. The one-mile selling event was another upset. Golden Boy, the favorite, finishing outside the money, Platonic won. Mr. Robinson, at 30 to 1, was a new one to the talent and he ran unbacked in the fourth. He won easily from J. V. Kirby. Urliane captured the fifth from Glennevis and was the only successful favorite. The race went to Pilot at 20 to 1. Results:

First race, six furlongs—Urliane won, Legal Maxim second, Jinger third. Time—1:14.

Second race, five and a half furlongs—Golden Boy won, Gottchen second, Boughy third. Time—1:17.

Third race, one mile—Platonic won, Discus second, Ultrath third. Time—1:44.

Fourth race, six furlongs—Mr. Robinson won, J. V. Kirby second, Canajo third. Time—1:18.

INDOOR BASEBALL.

Freshman Engineers Defeated H. Company in Lively Contest.

The indoor baseball team of the Freshman engineers at the state university took a fall out of H company of the First Engineers last night in a lively contest, by the score of 33 to 15. Brown, the Freshman pitcher did excellent work, and the batting of Russell was noticeable. Double plays were made by Hunt and Lieberman. The line-up was as follows:

Engineers, 33. Position Co. H. 15.
Russell Catcher Young
Brown-Bryant Pitcher-Bassett (Capt.)
Hunt First Base Chase
Lieberman (Capt.) Second Base Bero
Simpson Third Base Thompson
Byer Left Base Roseback
Cannon Right Base Osterstrom
Cannon Left Field Oberg
Williams-Bardner Right Field Williams

Stanford Team Beaten.

Seattle, Jan. 8.—The basketball team of the University of Washington today defeated the team of the Stanford University Glee club by a score of 29 to 8. Two Stanford men failed to appear, and their places were filled by substitutes taken from the University of Washington.

NEW LIBRARY BOOKS.

The following 31 volumes will be added to the public library Monday morning, Jan. 14, 1904:

MISCELLANEOUS.
Du Bois—Beckoning from Little Hands.
Earle—Two Centuries of Costume in America. 2 vols.
Gordon—Ultimate Conceptions of Faith.
Grant—Christendom A. D. 1901. 2 vols.
Hawthorne—Notes in England and Italy.
Lough—Way to the West.
Hutton—Gas Engine.
Jordan—Call of the Twentieth Century.

Lee—True History of the Civil War.
Library of Congress—List of Books and Maps on the Philippine Islands.
Lindsay—Warriors.
Long—New American Navy. 2 vols.
Mitchell—Organized Labor.
Monroe—Washington, His Sights and Insights.
Russell—Rivers of North America.
Sneath—Philosophy in Poetry.
U. S. Geological Survey—Vermilion Iron Bearing District of Minnesota, with atlas.

FICTION.

Brookfield—Diary of a Year.
Crane and Barr—O'Ruddy.
Dahn—Scarlet Banner.
Hawkins—Sandy Barr.
Robson—In the East.
Lloyd—Red-Head.
Moore—Shipmates in Sunshine.
Oppenheim—Yellow Crayon.
Tynan—Handsome Brandy.
Winter—Little Joan.

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Do not delay, but start treatment at once. THE OFFER APPLIES TO ALL. It shows Drs. Shores' good faith in their system of treatment for Catarrh and Deafness and deep-seated Nervous and Chronic Diseases, DON'T BE LATE; start treatment at once. UNDER THIS SPECIAL OFFER HUNDREDS WILL BE CURED OF THEIR AILMENTS PRACTICALLY FREE.

You can consult Drs. Shores free for any disease, whether you take treatment or not. Call or write.

BANK CASHIER PETERSON TESTIFIES

to the Marvelous results obtained by taking Drs. Shores & Shores' World Famous treatment for Catarrh, Stomach troubles and Nervous diseases. Read his letter, if you are interested, WRITE HIM in care of the Bank of Stratford, Iowa, and ask him about his cure.

Stratford, Iowa, Dec. 22, 1903

Dr. Shores & Shores
Salt Lake City
Gentlemen: It would probably interest you to know that after taking your treatment for a short time I am completely cured and the effects have lasted. Do you feel your Catarrh Tablets this are used with your treatment. They are fine for constant use and would be pleased to have prices. Very truly
Edward Peterson

Dr. G. W. Shores.

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Dr. George H. Brimhall Talks of the Brigham Young University.

Dr. George H. Brimhall, acting president of the Brigham Young University at Provo, came up from the Garden City today for the purpose of attending a meeting of the Church board of examiners, to be held in the office of Supr. Tanner some time this afternoon. The doctor says the Provo institution of learning is in a most prosperous condition and there is a gratifying influx of new students as the result of the opening of a new semester. Dr. Tanner, he says, visited the school on Tuesday and again on Friday, at which time he delivered a very interesting address to the young ladies, taking for his subject "What the world has a right to expect from women." The university, says Dr. Brimhall, is taking steps to enlarge its campus and to this end has purchased a tract of land on the west on which the students will be enabled to conduct their sports. The faculty of the university are thoroughly united in their efforts and are doing everything possible to advance the interests of the school, and that their labors are being crowned with success is very evident from the increased attendance.

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