A LETTER FROM WASHINGTON.

All About the Salt Lake Public Building Bill.

MAY PASS THIS SEASON.

A First Class Building can be Put Up for $200,000, Says the Supervising Architect.

Special Correspondence.

Washington, Feb. 10.—Although, after passing the Salt Lake public building bill through the committee of the whole, it failed of passage through the House of Representatives by reason of expiration of the time allowed for special order for the consideration of these bills for public buildings, it by no means follows that it will not pass at this session. Indeed, it is safe to assume that it will be a law within two weeks.

Mr. Meyer, chairman of the committee on public buildings and grounds is severely criticised by other representatives for consuming so much time in the consideration of a bill appropriating $15,000 for a building at Blair, Nebraska. He on the other hand, by the expansion of other pending measures. It was 4 o'clock when the committee of the whole rose, and under the terms of the special order the House was to adjourn at 5.30. This left only an hour and a half in which to pass about sixty-five bills through the House proper. (All those having previously passed the committee of the whole). Speaker Reed, who is known to be strongly opposed to these expenditures for public buildings, through his agents on the floor of the House, managed to frustrate the passage of any of them with the exception of one advocated by C. P. Huntington, through his lobby here. This was for Newport News, Virginia. All other bills failed; but the next day two more passed—Altoona and Blair.

The plan now seems to be to form an omnibus bill and attach it to one of the regular appropriation bills, but it is likely that a point or order against this procedure would be sustained by the Speaker. It is understood, however, that nothing will be done until the next suspension day, which comes on Monday, February 20, and that on that day the rules will be suspended and all of the public building bills passed. It will require a two-thirds vote to do it, but Mr. Meyer today assured the "News" correspondent that he could muster a sufficient number. So, altogether, the chances are that the Salt Lake bill will become law at this session.

Assuming that to be the case, the "News" correspondent interviewed the supervising architect of the treasury today. I asked him what kind of a building he could put up at Salt Lake for $200,000.

"A first class one," said he, "a handsome one."

"Will your office be encumbered with work?" He you anticipate much delay in commencing the Salt Lake structure?"

"At this time," said he, "we have not much work on hand. In fact, only two new buildings are being built at San Francisco and one at Cumberland, Maryland. We are glad that Congress is providing for a lot of new buildings, of course it will keep us very busy, and there will naturally be all kinds of delays, but not of our making. We will draw plans and let contracts in the order in which the appropriations were made. Sixty-five bills have passed the committee of the whole House and we expect that by the time Congress gets through seventy-five or eighty new buildings will have been authorized. This will keep us hustling, but you may assure the people of Salt Lake City that their building will be reached in its regular order, and pushed to completion.

Notwithstanding the assurance of the supervising architect, which, to be just, was evidently made in good faith, it by no means follows that there will be no delays. This doubt is justified by previous experience. So even if the bill passes, the work of Utah delegation will by no means ended. It requires persistent effort to induce the architect to get in work, and prevent our other cities from securing unwarranted favors at the hands of these officials.

It is a rule of the architects office to state plans and award contracts in the order in which the bills were passed. Of course, as the supervising architect says, but those intimately acquainted with the workings of this bureau of the treasury department know that the rule is not followed literally, and that the building operations in other states and representatives in Congress counts for a good deal. It has been twelve years since Congress first authorized a new postoffice building at San Francisco, but today not a stone has been laid. The plans have been the discussion of San Francisco people and newspapers concerning the location of the building, numerous sites have been offered and rejected and abandoned. The enormous price of $1,050,000 was finally fixed upon for a site which it is said, by one, alleged to be unfit for the purpose. Scandal was hinted at, and it is known to be a fact that certain officers of the treasury believe that the selection of this site by a commission appointed for the purpose was a scandal, discreditable to character, to say the least. But while the delay in erecting the San Francisco building has been exasperating to her people, it has resulted in increasing the original appropriation for the building which completed will have cost $3,500,000. The original appropriation made in 1887 was only $250,000, which was increased to $550,000, and in 1891 to $1,000,000, exclusive of the site.

There is no denying the fact that the plans recently designed for various new public buildings are inferior, both as to utility and beauty. There has been much criticism of these plans and unavailing efforts have been made to have Congress authorize public buildings awarded amongst the best architects of the country by competition. This was done in the case of Chicago. A number of the best architects in the country contested for this prize, and the result was a most beautiful design.

Three different exterior designs have been drawn for the San Francisco building, two of them very severely and justly criticised. The first was a very stiff, affair, squatty in its conception. The second had an immense tower rising from the center pavilion that looked like a huge smoke stack in the distance while the third, which is alleged to be after the "Spanish Renaissance" is a gloomy looking structure. It has no central pavilion, entrance and exit below ground only at the four corners of the building.

But the supervising architect has grown tired of the constant complaints and has determined that he will do no changes will be made in these plans.

These suggestions are made here in order that the Salt Lake people will better understand the situation, and

is not the best tea in packages that can be bought.

not seize their efforts, merely because Congress did have appropriated their building to be constructed.

CARLTON.

WHAT IS WAR?

The Question Answered by a Great Russian Artist.

(San Francisco Chronicle.)

No artist living or dead has depicted war in colors with such vividness and fidelity as Vereshtchagin, the famous Russian painter. His pictures tell the story graphically of the Asiatic wars of conquest of Russia and the Russo-Turkish war as no word portrayal of war was ever able to tell it, although he supplemented his paintings himself with a graphic description of war under the title of "The War Correspondent." Eleven years ago his paintings were first publicly exhibited, and they created a furore wherever they were shown. Their exhibition in England constituted the sensation of the time.

Vereshtagin disclaims any other purpose in his paintings than that of painting the truth—"to paint things as they are." He resents the suggestion that the motive of his paintings is to show the evils of war. His idea of what war is is thus concisely stated:

"I think it is stupid—a stupid sport. In the old days men killed one another in war, and they roasted and ate one another. There was something practical in that. It was a way of getting your food. But they don't do that now. They would be ashamed of it. Still, they go on killing one another. Why, there is no object in it! To bring back the matter to the point, it would make it compulsory that in war men should eat their stale enemies. Then we should see what they would do. As you do not know how stupid it is. A battlefield is the stupidest place in the world. On the one side there is a hospital, where there are doctors and sisters of charity, putting on bandages, giving drugs and trying to heal the wounds of those who are brought in. But, as fast as they are dealt with others come pouring in—a river of blood—a torrent. And all the time, away off there, the battle goes on—boom! boom!—and men are killing one another and wounding. Is it not foolish? On the part of the, (if they are healing on another they are wounding). And as they cause surgeons cannot heal quick enough, and they say, pushing a dead man aside, 'Ah, take him away, and make room for another.' Why should doctors and sisters of charity do all this? If it is right to destroy, let them destroy; if it is right to heal, let them heal. But this—this is hypocrisy. It is foolishness. It is neither one thing nor the other. Humanity! Do you think there is any humanity in war? The object is to kill—just to kill men—and to kill as many as you can. That is the object of the soldier, and his priest. He will religious tells him that it is right. The soldier goes to his priest, and asks him if it is right that he should kill the enemy, and the priest tells him, 'Yes, kill as many as you can; it is right,' and that is religion! Yes, it is a military man and you will feel that he enjoys war—that he likes it. Why is it? Why do men like war? Why is it the first and greatest of sports? Because it means that he will kill men. The actual is boring his field. Men say to him, 'Ah, my good fellow, what you do is very pretty, but it is not true.' I ask you, I ask you, I ask you, what will the soldier have his way? Take France. I was speaking to Alexandre Dumas once, and I said to him, 'What if the time should come when the soldier will not stand; when they will turn back their arms?' He looked at me sadly, and then leant over to me, and said, 'They will shoot!' For a time that was true; but the day will come when men will refuse to shoot those who are their brothers. Those ideas are taking root in Europe and will spread.

"In Europe nearly all territorial questions are settled, and in Europe such a settled country. As to Africa and Asia, I do not know what will happen. We shall fight. Take Russia. We have only some 25,000 men in Central Asia; the remainder are all in Europe. Suppose there the 60,000 men—as stationed along the frontiers of Germany and Austria. If the armies of these two countries were reduced, we should be able to do something to reduce our armies here. Well, I say to myself that these things are dreams. Everything is a dream until it is accomplished, and it is then just as easy to work it out and discuss it, and then, however small may be our achievements, we have achieved something. Then what we have done is, the whole world will come round to us and praise us, and say, 'Well done! It is so with the world. We will worship nothing except the full, accomplished. Things cannot to us as they are—we are being lost to death. Ah! the misery of humanity! There are the millions of people without education, without food—and all the money is going for this—for this accomplishment of the art of war. It cannot be our something must be done, and we are all with the czar in this process.

"But unkind critics say here that the czar is increasing his armaments while he talks of peace! Well, what has been done? He is the head of the state, and moves. As long as the others are armed, the czar must be armed for he must defend herself if attacked. And he cannot let individual Russia take the law into his own hands. He must enforce the law as it exists. He cannot let one or two men say, 'I do not want to serve, and, therefore, I will not.' As long as the law of service exists, he must enforce it; while, at the same time, he may say to his subjects, 'Will help you if I can?' But even if the Russians succeeded, and we have internal troubles, we will not make war on the czar, but it will do something. Man is not a worldly—he is animal as he was. We are more civilized now than we were a century ago. Our books are reading our freedom are higher and our birth are less prominent. I have seen men in Central Asia with potentiality in them like those in there. We are better than that now, and the proof is that war is very much against our enlightenment. That is why I am endeavoring to tell the people at home the facts about war as it is in practice and in books. It is the best way to put down wars."

IN BONDS OF FRIENDSHIP.

Joint Commission Rapidly Arriving at an Amicable Understanding

Regarding the Boundary—The United States Has Agreed to Concede Some Rights at Skagway.

Chicago, Feb. 15.—A special to the Times-Herald from Washington says: Great Britain and the United States are to have a closer bond of friendship. The joint high commission which came perilously near breaking up in a rupture Monday will probably conclude a treaty after all.

The United States commissioners instead of presenting an ultimatum as the Canadians expected submitted a memorandum conciliatory in tone, offering certain rights at Skagway and suggesting further negotiation. The possibility of effecting an agreement was also advanced by a cablegram received by Simon Herschel from Joe Chamberlain, England's minister for the colonies, directing the Canadian commission to exhaust every effort to reach an amicable agreement, keeping in mind the importance of promoting the commercial relations between the United States and Great Britain.

After a brief session the joint high commission adjourned until noon today and the Canadian commissioners retired to consider the memorandum of the United States. As a result one of the Canadians who was yesterday packing his trunk preparatory to going home, said that he might stay in Washington another week and that only Baron Herschel could tell when the Canadians would go.

Mr. Kasson of the United States commission and Sir Hibbert Tupper, secretary of state, both say that the meeting this afternoon will be of the greatest importance. It is believed that a final agreement will be reached and that the only work left undone will be the drafting of the treaty.

Though all the points at issue will not be settled the agreement will be beneficial and satisfy the United States and the Dominion. It can be stated on good authority that the United States has agreed to concede some rights to Canada at Skagway.

The original demand for a strip of land along one side of the Chilkat river from its mouth to Canadian territory, a distance of thirty miles, is dismissed as unreasonable.

The new demand for a cession of Skagway or a substantial part of its water front for Canadian docks and custom house is also rejected without consideration.

The United States agrees, however, to give Canadians certain rights at Skagway not involving the cession of territory or the surrender of sovereignty of any part of United States soil. These the Canadians as a last resort and in the interest of amity and friendship, have agreed to accept.

It is difficult to learn owing to the diplomatic character of the negotiations just what these rights are. It is believed that they include the rights on the part of Canada to establish and maintain at Skagway for a period of years a custom house, that the United States agrees to extend to British ships the rights they now enjoy from other United States ports goods destined to the Canadian Klondike, for entry through the Port of Skagway; that such goods and such ships are to dock and discharge their cargoes without interference from United States customs authorities at Skagway and the goods are to be exempt from the payment of duty to the United States. In other words, Great Britain is to enjoy at Skagway, thirty miles from her frontier, the privileges she now enjoys only at her own boundary.

Under the bonding privilege accorded Canadian and international ships Great Britain can now pass goods through the port of Skagway to the Klondike in bond without the payment of duty to the United States. Her commissioners contends, however, that the petty annoyance of United States officers at Skagway are unbearable and that it is to avoid them that these special rights are desired.

The Pacific coast navigation interests, which, led by Senator Perkins of California, have all along fought the Skagway concession are threatened by the contention that the British ships can take ships to Skagway under this scheme from foreign ports only. They contend that ships from San Francisco, Portland, Tacoma, Seattle, Port Townsend, or other United States ports cannot load up with goods under the old arrangement and are practically limited in this privilege to goods embarked at British ports on the Lynn canal.

The Canadians claim this will not seriously interfere with Pacific coast navigation interests.

As a result of negotiations the United States has scored a great victory on the Alaskan boundary dispute. So complete is it that the Canadians will scarcely admit now that there was ever a boundary dispute. The United States won this by a firmness at the outset which was absolutely appalling to the Canadians. It was then that the United States written at Quebec and put in type there, the United States commissioners refused to sign it. The boundary question was one for surveyors and not for diplomats.

This provided that under the treaty of 1825 the United States and British Territory was "Divided by a line from the summit of the mountains of the head of Portland canal, following the ascendities of the coast line at a distance of ten marine leagues." The commissioners claimed that to determine this boundary it was necessary to survey such a line. This position has been sustained by the United States and conceded in toto by the British commissioners.

TROOPS IN CUBA.

Volunteers to be Withdrawn and Replaced by Cuban Recruits.

New York, Feb. 15.—A special to the Times from Washington says:

Information received in Cuba by companies was shown to Adjutant-General Corbin a day or two ago. It footed up in excess of 25,000 men, many of whom were volunteers anxious to be released from service and desirous of being at their homes and vocations. The roster was prepared with direct reference to providing out of these companies those who could be most easily dispensed with without reducing the force in Cuba below the number necessary to maintain order.

War department officials who have had sights of the roster say it contains not passed or fails to be established upon it by the war department to greatly reduce the number of men in the island. Two regiments if immunes when they left Cuba, are now at Santiago have now on their way home or are ready to return and before the middle of March it is expected that the 25,000 of volunteers, most of the men under General Lee, will be ordered home to be mustered out.

As soon after the middle of March as possible other volunteers will be ordered home to take the places of the departing men.

H. P. Porter can be put into practice, it is expected that a force of native Cubans, selected from the men who have served with the Cuban army, will be enlisted under the orders of the United States army, as volunteers to preserve order on the island.

With the aid of privates of the United States and with pay day observed regularly it is thought the Cubans will make good soldiers and they will learn to respect the United States authorities because of the good treatment they will get from them. The small pay of the army will, if regularly received, excite great respect to the government that can pay and will stimulate self respect among the men who are paid.

Two Big Ships to be Built.

New York, Feb. 15.—The Times says: Colis P. Huntington, president of the Pacific Mail Steamship company, has confirmed a report that the two steamships for service are to be built by the Newport News Ship-building and Dry Dock company. Each is to cost $1,750,000, and is to be 550 feet long, 65 feet beam, and of 12,000 tons. The vessels are intended for the Pacific basin, passenger, freight and mail service.

Ice at Niagara Falls.

Niagara Falls, N. Y., Feb. 15.—Above the falls in many places the ice is packed in the river in high piles and extends many rod from the shore. Much dynamite has been exploded to drive it from the inlets leading to the different power plants. The jam in the gorge at the foot of the falls grows with the days. Some of the ice is nearly 30 feet high. One of them is called a mountain and is said to be over 100 feet high. A large quantity of ice has not been known in the river for years and the situation is a decidedly serious one and makes owners of property close to the banks of the river apprehensive for the result when the river begins to rise itself. Should a mild weather set in and the ice move it would undoubtedly sweep everything before it.

Cuban Chances are Slim.

London, Feb. 15.—The Madrid correspondent of the Times has a letter stating the prospect of a Carlist rising, says:

"The chances of success are now very small and daily become smaller. It is unlikely that any portion of the army will be repatriated to rally and support Don Carlos. All his efforts by promises, pledges of mining and other royalties in Spain and offers of Carlist patents of nobility have failed to raise a leg."

The Times publishes a letter from an Englishman residing in Barcelona, which is much to the same effect.

Miners Strike in Oklahoma.

Fort Smith, Ark., Feb. 15.—Only 1,200 miners are at present on strike in the Choctaw, Oklahoma and Texas coal mines in the Indian Territory but the prospects are that a general strike in the mines in that territory will be inaugurated in a few days. The situation is critical and the result hinges upon result of today's conference between the miners and operators here. Should the operators refuse to concede the demands of the miners every mine in the district will be closed.

The trouble began last Thursday when a number of men were discharged at Hartshorne. Seven hundred men went out there and about 600 have since gone out at Wilburton. The miners primarily demanded only the reinstatement of the discharged men, but they now also concede concessions. The company threatens to import men to replace the strikers and an attempt to carry out that threat will result in serious trouble.

Brutal Murder in New York.

Rochester, N. Y., Feb. 15.—Jacob Van Hussen, well known farmer of Penfield, was brutally murdered Monday night by being stabbed and then shot. His dead body was found lying on the floor of his house by a neighbor. The murdered man lived alone and his house was in a secluded spot. The authorities are looking for a tramp, who is suspected of the murder. Robbery was the motive for the crime, but the murderer only secured a watch and a small amount of money.

Anniversary of Justin S. Morrill's Death

Amherst, Mass., Feb. 15.—In recognition of the distinguished services of the late Senator Justin S. Morrill to the cause of education, the executive committee of the association, of American Agricultural College have appointed next April 14, the anniversary of his birth, as a day to be observed with appropriate exercises by all agricultural and mechanical colleges of the country organized and established under the so-called Morrill act of 1862.

CLOSE SHAVE FOR THE ETRURIA.

Big Cunarder Has a Narrow Escape from Collision with the Marblehead.

New York, Feb. 15.—The Tribune says:

The passengers of the Cunard liner Etruria, which arrived yesterday, had the exciting experience on Monday morning of narrowly avoiding a collision with the United States cruiser Marblehead.

It was a thick in the morning named, when about 10 miles from Sandy Hook, the officers on the bridge of the Cunarder were startled by the appearance of a large vessel bounding out of the thick clouds of driving sleet and snow, and bearing down upon them a few lengths ahead of the Etruria and making directly across the bows of the latter vessel. Quick as a flash Capt. Barr was the officer on the watch and was on the bridge with Captain Ferguson. Instantly Mr. Barr, the officer of the watch, gave the order, signalled to reverse the engines. Then when the Etruria had slowed down to a standstill, the order was given to go full speed ahead, and with a heavy lurch she started for the Narrows. Closely under the stern of the Marblehead. So close in fact were the two vessels that, despite the peril, the officers on the bridge waved their hands to one another, in thankfulness, no damage was done, though the Marblehead which for a few minutes seemed so imminent.

On Friday, the cruiser was has left Newport. He left Boston for Havana about the middle of last week.

On Friday, however, the Marblehead, covered with ice, was reported to have sought shelter at Provincetown, Mass. This was in the path of the Monday fog liner would seem to indicate that she had resumed her long journey southward. It is believed that in the blizzard and was riding it out on the Long Island coast.

Plague Panic at Mysore.

Bombay, Feb. 15.—A plague panic has occurred in the southern Kolar gold fields of Mysore. About 2,500 cases have fainted, and it is feared this may lead to a cessation of the work. There have been sixty cases of plague in southern Kolar and 6 deaths from that disease have been reported.

ELY'S CREAM BALM is a positive cure. Apply into the nostrils. It is quickly absorbed. 50 cents at Druggists or by mail; samples free, by mail. ELY BROTHERS, 56 Warren St., New York City.

CONFIDE IN A WOMAN.

Women may write about their troubles to Mrs. Pinkham and avoid the questions of a male physician.

The questions asked of a woman by a male physician are embarrassing and frequently revolting to a sensitive nature. In consequence the whole truth is not told! This makes it difficult for female troubles to be successfully treated, and is the reason so many women grow worse rather than better.

Mrs. Lucy A. Loughery of New Lebanon, Ind., describes how wretched she was until she received Mrs. Pinkham's help:

DEAR MRS. PINKHAM:—I propped myself in a chair and wrote to you, and as soon as I commenced to take your Vegetable Compound I began to improve. I had suffered with severe pains in my hips, back and head. The doctor said I had bladder trouble and falling of the womb. I had spells when, if I did not sit down, I would fall. I was sleepy all the time. I was also troubled with leucorrhœa and nursing piles. People thought that my end was near. Had it not been for Lydia E. Pinkham's Vegetable Compound and advice, I would have been dead and buried long ago. I hope that this letter may be the means of helping all women who suffer as I did.

Women understand women better than men can. The whole truth is freely told to Mrs. Pinkham, and women only see the letters received by her at Lynn, Mass. Her advice is freely offered.

Here is a convincing letter from a woman in Bethlehem, Pa.:

DEAR MRS. PINKHAM:—Words cannot express my gratitude for the good that your Vegetable Compound has done me. I have taken five bottles, and feel better in every respect. Menses heretofore lasted too long and were very profuse, and made me very weak. Your Compound is a miracle. Before writing to you I had tried doctor's medicine, but of no avail. I would advise every one to give your Compound for female complaints for all the doctor's medicine in the world. My friends want to know what makes me look so well. I do not hesitate one minute in telling them what has brought about this wonderful change. I cannot sing its praises enough. I hope every one who suffers as I have will give Lydia E. Pinkham's Compound a trial, and I know that, if taken according to directions, it will cure.—Mrs. EDWIN ENDIG, 413 Church Street, Bethlehem, Pa.

All women who suffer should secure Mrs. Pinkham's counsel. Female troubles are real troubles, and must be treated understandingly. For a quarter of a century Mrs. Pinkham's advice and Lydia E Pinkham's Vegetable Compound have been helping women to be strong and well, more than a million women have been benefited by it.

Lydia E. Pinkham's Vegetable Compound
A Woman's Remedy for Woman's Ills.

Oregon Short Line Railway.

TIME TABLE IN EFFECT JAN. 8, 1899.

ARRIVE.

From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver ..... 9.30 a. m.
From Ogden, Portland, Spokane, Butte and San Francisco ..... 6.05 a. m.
From Ogden, Chicago, St. Louis, Omaha and Denver ..... 6.05 p. m.
From Ogden, Cache Valley, Montpelier and Soda Springs ..... 7.40 p. m.
From Tooele, Mercur, Gunnison, Milford, Intermediate points ..... 6.00 p. m.
From Tooele and Terrace ..... 6.00 p. m.

DEPART.

For Ogden, Park City, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7.00 a. m.
For Ogden, Cache Valley, Montpelier, Montpelier and Intermediate points ..... 3.00 p. m.
For Ogden, Denver, St. Louis, Chicago, San Francisco ..... 6.40 p. m.
For Ogden, Butte, Portland, San Francisco ..... 9.45 a. m.
For Cache Valley ..... 9.45 a. m.
For Tooele, Mercur, Provo, Sanpete, Milford, Intermediate points ..... 4.00 a. m.
For Tooele and Terrace ..... 4.00 p. m.
Tooele south of Junk do not run Sundays.
Trains except Sunday.

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W. H. BANCROFT, Vice-President and Gen'l Manager.

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UNION PACIFIC

LEAVE SALT LAKE CITY:
"The Overland Limited" for Ogden, St. Paul, St. Louis, Omaha, Kansas City, Denver ..... 9 00 a m
"The Fast Mail" for Chicago St. Louis, Omaha, Kansas City and Denver ..... 4 00 p m

ARRIVE SALT LAKE CITY:
"The Overland Limited" from Chicago, St. Louis, Omaha, Kansas City, Denver ..... 6 15 p m
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver ..... 10 35 a m

CITY TICKET OFFICE, No. 201 Main street. Telephone No. 250.
H. H. CLAY, General Agent.

SALT LAKE AND OGDEN RAILWAY.

Daily Time Table in effect Sept. 15, 1898.

Leave Salt Lake	Arrive Ogden	Leave Ogden	Arrive Salt Lake
7.00 a m	11.00 a m	7.05 a m	11.15 a m
9.00 a m	1.00 p m	10.00 a m	2.15 p m
3.00 p m	7.00 p m	4.00 p m	8.15 p m
5.00 p m	9.10 p m	6.30 p m	10.15 p m
11.45 p m	4.30 a m	11.45 p m	4.45 a m

Additional Trains Sundays and Holidays
Leave Salt Lake 10.30 a m, 7.00 p m, 8.45 p m
Leave Lagoon 11.30 a m, 8.30 p m, 9.45 p m
Round Trip to Bath, including bath, 25c.

H. W. HARVEY, Passenger Agent.
SIMON DANCKERSON, Gen'l Mgr.

CURRENT TIME TABLE

SALT LAKE CITY

LEAVE SALT LAKE CITY:
No. 2—For Pocatello, Butte, Helena and all points East ..... 9 25 a m
No. 4—For Provo, Grand Junction and all points East ..... 1 40 p m
No. 6—For Kingman, Prescott, Phoenix, Mojave, Bishop and Intermediate points ..... 8 00 p m
No. 8—For Provo, Grand Junction and Intermediate points ..... 8 00 a m
No. 10—For Ogden and the West ..... 10 30 a m
No. 12—For Ogden and the West ..... 6 45 p m
No. 14—For Ogden, Intermediate points and West ..... 12 30 p m
No. 16—For Park City and Intermediate points ..... 4 25 p m

ARRIVE SALT LAKE CITY:
No. 1—From Bingham, Provo, Grand Junction and the East ..... 12 30 p m
No. 3—From Provo, Grand Junction and the East ..... 10 40 p m
No. 5—From Kingman, Prescott, Phoenix, Mojave, Bishop, Milford and Intermediate points ..... 12 25 p m
No. 7—From Provo, Grand Junction and Intermediate points ..... 12 00 m
No. 9—From Ogden and the West ..... 4 25 a m
No. 11—From Ogden and the West ..... 7 20 p m
No. 13—From Ogden, Intermediate points and West ..... 10 10 a m
No. 15—From Park City and Intermediate points ..... 10 10 a m

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Burlington Route

OMAHA

A well-known New Yorker

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"The dining-car service of the Burlington Route is about the best there is. On every table in the dining-car is a fresh bunch of American-beauty roses, one of which the waiter affixes to your coat when you have finished your meal. The cloth is changed with each guest, no matter how little soiled. The menu, though not long, is wonderfully well-selected and admirably served."

Go East on the Chicago Special which leaves Denver at 1.40 p. m., or on the Vestibuled Flyer which leaves at 9.10 p. m., and you can see for yourself how good, how clean, how reasonable in price, our dining-car service is.

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R. P. NESLEN, Traveling Pass. and Freight Agent.
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214 S. W. Temple St., Salt Lake City.

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Best Dining Car Service.
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