FEARS OF A FAMINE.

Impossible to Get Sufficient Food to Support Klondike's Population.

MILLIONS IN GOLD IN SIGHT,

But the Rush This Season Will Furnish Many Victims to Gaunt Starvation.

SAN FRANCISCO, Aug. 29.—W. A. Ryan, one of the special correspondents of the Associated Press now en route to the Klondike gold fields, writes from St. Michaels Island, Alaska, under date of August 15. He says:

Nearly 300 impatient gold seekers are trusting here in enforced idleness, awaiting the arrival of Yukon steamers to transport them to the upper river, Dawson and the diggings at the Klondike. Of the number 100 come on the steamship Portland, and 115 on the Excelsior. There seems to be little hope for a speedy transfer as the P. B. Weare of the North American Trading and Transportation company is now more than a week overdue, and since no steamers are yet building for the company's new steamer, Charles H. Hamilton, cannot possibly venture out. For two days she lay upon the rocks a crippled wreck, a distraction, and was only got out of danger yesterday. Two days after she was launched she was blown ashore. The damage to her hull will compare too disastrous for nearly a week. The high winds will also prevent the Portland from unloading or transferring her passengers.

The passengers of the steamship Excelsior are compelled to remain aboard the vessel until the arrival of the steamers Alideed and Bella, due about the 20th inst. The waiting passengers have this thought to beguile them, that there is great danger of a famine in the Klondike. According to all reports from the upper country, it will be impossible to land sufficient food at Dawson to support the population already dependent on that base of supplies.

During the voyage of the steamship Excelsior to this port, an accordion or mouth harp and adv ice was informed of the passengers. Upon the arrival at St. Michaels, reports were at discounting as to food supply that a special meeting of the association was held and a committee appointed to wait upon the Alaska Commercial company and demand that each passenger be allowed to purchase a year's supply of food at this place, and that transportation be furnished for the same. The managers are at present at Unalaska, and are not expected back before the latter part of this month.

B. T. Lyng, local agent for the company, declares that there will be a scarcity of provisions at Dawson. According to his official advices there are from 2,000 to 3,000 idle men in Dawson, and now parties arriving every day by way of Chilkoot pass. He says that the total amount of freight landed in Dawson this year will not exceed 4,000 tons, of which amount only 2,000 will be available.

Miners returning from the upper country who left the Klondike in the middle of July say that provender was already running very low, and that it went out of the warehouse just about as fast as it was put in off the steamers.

They say that the old-timers realize the situation and that the low-river boats will be crowded with men eager to get to some place to winter. Disease and death are predicted by them as a result of the Klondike craze.

William Ogilvie, dominion land surveyor, has made a census of the population of the new gold field and finds that twenty-three placers produced $16,000,000, and says that $70,000,000 is an exaggerated estimate of the amount that will be produced by the 130 claims on Bonanza, Hunker and El Dorado in three years.

No new discoveries are reported from the upper country. The little claims abutting on the richest claims on Bonanza and El Dorado have been staked off and several quartz claims have been filed upon there in the same vicinity. The rock taken out of the quartz claims is rich, but the hillside claims are not showing up much. Dominion creek, a tributary to Indian river, has been staked off for a distance of twenty-five miles. The common report among returning miners is that there is nothing in the country now worth having that has not been staked off, and that the owners will refuse fabulous prices for their claims.

WARNING OF DANGER.

SEATTLE, Wash., Aug. 29.—H. A. Blakney, who went to St. Michaels for the Associated Press, returned to the city on the steamer Portland. He says: "I have been seven weeks at the mouth of the Yukon, at St. Michaels, where I saw nearly all the miners coming out and interviewed them. As a result, I feel it my duty to advise everybody to stay out until next spring. Wills, and in many cases, exaggerated reports have been circulated since the first discoveries were made. The strike, however, was not, as yet, one of the greatest, if not the greatest in the world's history. Probably $2,000,000 was cleaned up the spring, and next spring I look for from $5,000,000 to $7,000,000.

"The fields have hardly opened up yet, but those going in now must bear in mind that everything in the region was staked long before any reports reached the outer world, and that those going in now must prospect for themselves or work for the owners. No new strike had been reported up to the time of my leaving, and another may not be made for five years, although Alaska is an enormous country and will yet, I believe, produce more gold than we dream of. But it is also in many ways a bleak, barren, desolate country—a country incapable of supporting any great amount of animal life, and a country of such rigorous climate, both winter and summer, that men but the most hardy can possibly live in it. Even they must have an abundance of good and warm clothing.

Big Copper Find.

SEATTLE, Wash., Aug. 29.—W. A. Dickey of Seattle, who has returned on the schooner Helen, from a journey of exploration up the Bassin's Arm river, reports that a new find of copper has been made on an island of Prince William sound, near Montague island. The discoveries were Mr. Bostwick, an expert representing a California syndicate, and Messrs. Gindhagh and Hipstein, two old residents of Cook inlet.

The lead is said to be 200 or 400 feet wide, the ore being Peacock copper, with 1,000,000 tons in sight. Dickey, at the head of a party of five, went up the Shoshinna river farther than it had been before explored. He and party reached the canyon 200 miles from the mouth, after a journey full of hardships. They discovered no gold.

May Relieve Weyler.

HAVANA, Aug. 29.—Capt. Gen. Weyler left Havana this morning with a small force for the purpose of carrying on military operations in the province of Havana.

It is said that Evangelina Cosio Cisneros is still confined in the Casa Reclusion, occupying a well ventilated apartment. In the company of other ladies. It is denied that Senorita Cisneros is ill. She is allowed to receive visitors on three days of the week.

LONDON, Aug. 29.—The daily Cablegram says that as a result of a representation made by United States Minister to Spain Taylor, the Spanish government has sent instructions to Havana that Evangelina Cosio Cisneros be transferred to the convent at Tetuan. It is stated that Senorita Cisneros may be discharged before she is finally sentenced and that in any case the queen regent will consider the matter before sentence imposed is carried out.

A TOWN SWEPT AWAY.

Lives Lost, Crops Destroyed, and Other Damage Done,

Work of a Severe Hurricane on the Gulf of California and Lower Mexican Coast.

DENVER, Colo., Aug. 29.—A special to the News from Nogales, Ariz., says: Advices from Guaymas state that a severe hurricane visited the Gulf of California and the lower Mexican coast on the 22nd inst., and that information of the damage done is beginning to arrive at that port.

Near the mouth of the Yaqui river the region for miles around was inundated, and a town swept away. Three lives are reported lost and great damage done to crops.

The steamer Carmen is supposed to have left Agiabampo for this south just as the hurricane was coming on, and fears for her safety are entertained.

Too storm has prostrate the wires all along the coast, and no particulars can be gathered. The steamers Benito, Huatabampo and Pesqueira, which sailed from this port on the 15th, were caught in the hurricane and on the 16th the Sales ferry and Pesqueira reached Guaymas in distress. The Benito came from the southeast and lasted about ten hours.

Nothing has been seen or heard of the Hassinlog, and it is feared she is lost. The captain of the Salvatierra reported that just as the storm arose he was close to a large American schooner, loaded with lumber, from the other coast to Santa Rosalia. In a few minutes the weather became so thick that she was no longer visible, and the captain did not see how she behaved or what became of her.

THE MINERS' SITUATION.

There is Great Destitution—The Prospect of Victory.

NELSONVILLE, O., Aug. 29.—The destitution among miners here is very great. Manager Buckley says 1,200 persons, the entire mining population of the town, have absolutely nothing to eat and 100 of these are sick. In this immediate vicinity there are 1,000 destitute people, a large number of whom are children. Local charity has helped them till its means are gone. A citizen's committee is exerting itself to secure temporary relief by tomorrow. If outside help does not come soon the consequences will be appalling.

GRANTS MINERS' DEMANDS.

DUBOIS, Pa., Aug. 29.—The general Manager Robinson today issued a circular to the miners at Glenwood and Lonsdale in Clearfield county. The little strikes abutting on the richest claims on Bonanza and El Dorado have been staked off and several quartz claims have been filed upon them in the same vicinity. The rock taken out of the quartz claims is rich, but the hillside claims are not showing up much. Dominion creek, a tributary to Indian river, has been staked off for a distance of twenty-five miles. The common report among returning miners is that there is nothing in the country now worth having that has not been staked off, and that the owners will refuse fabulous prices for their claims.

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UNDER TWO MINUTES

Star Pointer Passes the Long-Sought World's Record.

WAS A WONDERFUL PERFORMANCE

Mile in 1 Minute and 59 1-4 Seconds—The Third Quarter Was Made at a 1:57 Gait.

BEDFORD, Mass., Aug. 29.—The Chicago pacing stallion, Star Pointer, owned by James A. Murphy, today wiped out the two minute mark and added the controversy which has been raging so for years, as to the speed qualities of the light harness horse.

As announced by a runner, the big bay Tennessee-bred stallion wiped out the mark and had three-quarters of a second to spare when he went under the wire.

This wonderful performance was witnessed by about 8,000 persons. It was the more wonderful for the fact that Johnson, with Geers behind him, had made a shot at the mark made by John R. Gentry last October, and was within a second of a half. Because of this, it was not thought that the greatest five in the horse line would go down below the even time mark.

The day was perfect for record breaking. Not a breath of wind was stirring, when at 4 o'clock the horse came out with a racing horse to make a trial for a world's record. The first two quarters were satisfactorily to Reisman M. Cherry, and he urged the horse way down below the time. The second score was even better than the first, for while moving at nearly a two-minute clip, he went to a break right under the wire. This made the friends of the horse more than a little nervous. The horse was acting as if in his prime, and as though not up to the task. But the third time drew near and he was healthy. McCleary nodded at the word and 2 min. passed west.

The first quarter was at an even two-minute gait, in 30 seconds, and as McCleary called on his pacer to prove the second quarter, there was a great cheer, for he was beating two minutes all to pieces, and got to the half in 59 1-4 seconds, with the second quarter in 29 1-4 seconds. The third quarter was the fastest of the mile, the distance was covered in 29 seconds, a 1:57 gait.

Around the turn Pointer seemed to waver the smallest fraction of a second, but McCleary had him right almost before one could see it, and he straightened up the stretch, the master driving no mercy.

Both pacer and runner were asked to stop along. McCleary said he was on the runner, but McCleary only spoke a word of encouragement to his horse.

As the dreadful Star Pointer was reeled a little, and coming stronger from the distance, the great pacing stallion appeared to freshen in the last few strides, gathering fresh strength and courage as he neared the wire, and finished like a top in the record-breaking time of 1:59¼.

ALLOTING INDIAN LANDS.

It Will Go on First on the Uncompahgre Reservation,

Then on the Uintah and Elsewhere in Utah as May be Necessary.

WASHINGTON, Aug. 29.—Commissioner of Indian Affairs Jones, with the approval of Secretary Bliss, has issued formal instructions for the allotment of the Uncompahgre lands in Utah.

James J. Freys of Tennessee and Ross Gunn of Missouri are the commissioners. The former is appointed chairman of the committee and also directing officer. Under this order, if in the judgment of the chairman of the Uncompahgre Indian wants an allotment outside of the Uncompahgre or Uintah reservation, he can select any unappropriated or unlocated non-mineral lands in Utah.

The allotments will first be made on the Uncompahgre reservation, then on the public lands of the Uintah reservation, which the Uncompahgres are located and elsewhere upon the latter as the Indians may select.

The commission is ordered to explain to the Uncompahgres the allotting act and the necessity for them to take allotments at once if they desire the benefits of their lands within the Uncompahgre reservation proper, so otherwise they will be opened to entry on and after April 1st.

Other instructions follow: To each head of a family, allot 80 acres of agricultural and not exceeding 160 acres of grazing land, and to each other single person 80 acres of agricultural and not over 80 acres grazing. In cases may select their lands, means of subsistence, education for themselves and their minor children. The Indian agent will select for the orphans. Allotments should be made with reference to the Indian's best interests.

Subdivisions of each agricultural allotment should be made contiguous, as far as practicable, but no allotted may be allowed to take more than one tract in order to secure full quota and a proper portion of wood and water privileges.

Kanosh Indian may select the land so as to retain the improvements already claimed. Where the Indian women have been married to Indian husbands and have adopted their tribal relations, the mother may select land for herself and children not in charge of the father.

SQUAWS VS PIRATES.

They Make Important Raids in the South Seas.

HONGKONG, July 31, via Tacoma.—A native priest is reported off the coast of Ancieta. The British steamer Egra was attacked by the natives of Ancieta. Capt. Ross manoeuvered to give his way through and removed the deck, only pursued by the savages satisfactorily, one of whom had made a little coal hole of a carving knife from the table. As the skipper, badly wounded as he was, struggled to get to the bridge, the native cutting him terribly in the abdomen, and when he fell the rest of the piratical gang surrounded the prostrate man and hacked him savagely, actually disembowelling him and leaving him a mutilated corpse on deck.

The mate and the steersman were the people to be attacked. Both these men were in the bridge, and in spite of what resistance they could offer were soon on deck. The boatswain, however, climbed the frames, says one phase, escaped the observant of the pirates. Returning to the deck two days later, he found that Chinese passengers were killed, thirty or forty more passengers, according to one account, having died of not their death by jumping overboard. The vessel was then looted.

One of the Ancieta was cleared at the wheel toasted the ship power land, other pirates joined the crew. Ross got, taking a repeating rifle and a revolver. The sale was opened $5,000 was taken, two boats lowered from the ship and the pirates made off in the direction of Simpang Ohan. The vessel was a frightful sight, the deck having spatters with blood and the entrails of the victims.

News has also just reached Hongkong of the prevalence of pirates on the Cambodian river, and of the unfeeling outrages perpetrated. One of the sons of Capt. Chung Ki-wei, a private millionaire, Chung Ki-Chung, who recently went up the Cambodian was the victim. He, in company with a few of his relatives, hired a boat and were proceeding to their native place. On the second day the boat sunk in the mud and could not move.

During the night a gang of men with pole and lance and only armed coming the boat. With the crew asleep at the passengers, they crawled silence, while four men forged ahead to look for plunder. Mr. Pi-Ki-Chung from a trunk, taken 2,000 dollars in value in $50,000, and $20,000 in cash. These the pirates took, some clothing, etc.

When they had satisfied themselves that nothing more was to be obtained, they left the boat after cutting the victims with instant death if they made a sound. Only two hours afterward. In the morning word was at once sent down to Canton, but before the authorities had time to act the pirates up the paradise had made their escape. Up to the present time nothing more can be heard of them.

LEHI NEWS ITEMS.

Sugar Beet and Grain Crops Light this Season—Russian Scientists' Visit.

LEHI, UTAH, Aug. 27, 1897.—A meeting of the people of the ward was held for the purpose of appointing a committee to select a suitable location for a new meeting house. Bishop T. Cutler, A. R. Anderson and William Clark were chosen and will report their choice in the near future.

The Utah Sugar company has nearly completed the repairs at the factory necessary for the 1897 season's run. The beet sugar factory is now about complete. It has lasted about twenty days and the seed will be taken to the factory and cleaned by a machine for that purpose. This is manufactured by Mr. Ingles the company's chief engineer. After this process the seed will be sacked and stored away for next season's planting.

The company is now erecting a new store house 60x124 near the factory for storing sugar, which is built of lumber and iron. About 50,000 feet of lumber will be used.

Mr. G. Austin the company's field superintendent informs us that very little rain has fallen since last April, none that could be measured at the company's laboratory. He reports that the company has about 3,000 acres of beets in this section. One-third of the crop will be tailoring as to tonnage, one-third medium and one-third very low. He says the farmers have taken good care of their crops but for the want of rain in the early season the crops are in the condition they are. I think I had fallen in May or June the crop of the state would have been excellent.

The factory and the beet fields in Lehi were visited this week by Mr. G. Schneider, engineer in department of agriculture at St. Petersburg, Russia, who by Mr. B. W. Davies is in Leipzig. The gentleman is interested in the sugar beet culture as he is the owner of a large sugar factory in Russia and is traveling in Europe and the United States. He was very much pleased with what he saw. Mr. Schneider is studying the agricultural machinery of our nation, and has come to Utah for the purpose for that purpose. These gentlemen were shown around by Manager Cutler of the Utah Sugar company.

Mr. Hall of Salt Lake, arrivals Lehi, as I hear, as a boy at the home of Mr. F. Mason; a girl at State Bank of A. J. Evans' home, a 6 p or A. Ulsen, a girl at Mr. Jensen's, and a girl at Thomas Clark's house.

Mr. Hall a Bryant, a resident of Lehi since 1853, died this week at the age of 44 years. He was the member of cousins and grieve children to mourn not long.

The infant child of J. and Emma Briggs died of cholera infantum, and was buried this week.

Our district schools will not open until about Sept. 6, because the school buildings are not completed teachers are have been arranged.

A lump was of burning near some chickens in the house of R. Bring Sunday, and the house caught fire. The fire was soon discovered and speedily extinguished.

Our choir took an outing this week to Castela and Tom an enjoyable time, bathing and fishing, also the last but least, singing.

It is expected that the Provo choir will come to Lehi and give an entertainment for the benefit of the ward.

Mrs. Roswell, the wife of O. P. Roswell, was thrown at St. near her residence and was badly injured by a bowl of hot water.

Two small boys, one the son of J. Soley, the other a son of A. R. Milne, were each has a leg broken. Occasioned was caused by the threshing machine, the latter by striking the top of a cow while riding horseback.

Haying is about over and threshing is in full swing. The grain crop is in fair.

UNITE JIM.

August 31st

is the last day of the $1000 missing word contest.

Schilling's Best tea is wonderfully fresh and fine.

Rules of contest published in large advertisement about the tea and middle of each month.

Deseret National Bank

U. S. DEPOSITORY

Salt Lake City, Utah.

Capital, . . . $300,000.
Surplus, . . . $500,000.

L. S. Hills, Pres. Moses Thatcher, Vice-Pres.

DIRECTORS:

Geo. Romney, James Jack, Wm. B. Preston, E. S. Ashbridge, H. S. Young, Cashier, Jas. T. Luke, Henry Dinwoodey, John R. Barnes, Wm. W. Riter, John C. Cutler, H. H. Peery, John R. Winder.

SAFE DEPOSIT BOXES FOR RENT.

Wilford Woodruff, President. Geo. M. Cannon, Cashier.

CASH CAPITAL, . . $200,000
CASH SURPLUS, . . $200,000

Zion's Savings Bank & TRUST CO.

No. 1-3 East Temple Street, Salt Lake City, Utah.

Established 1873. Incorporated 1889.

DIRECTORS:

Wilford Woodruff, President.
Geo. Q. Cannon, Vice-President.
Joseph F. Smith, George Reynolds,
Angus M. Cannon, Heber J. Grant,
James Jack, Lorenzo Snow,
T. G. Webber, Francis M. Lyman,
H. S. Clawson, L. John Nuttall,
George M. Cannon.

Safety deposit boxes in our burglar proof vault for rent at very low rate.

Open for deposits Saturday night until 8 o'clock.

THE—

STATE BANK OF UTAH,

CORNER MAIN AND SO. TEMPLE Streets, Salt Lake City.

Capital, . . . $600,000.

Heber J. Grant, President.
Wm. B. Preston, Vice-Pres.
Heber M. Wells, Cashier.

DIRECTORS:

Heber J. Grant, Heber M. Wells,
Joseph F. Smith, Spencer Clawson,
Chas. S. Burton, P. T. Farnsworth,
Wm. B. Preston, Isaac Barton.

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In all its Branches.

Accounts Solicited—Large and Small.

SPECIAL ATTENTION GIVEN TO COUNTRY TRADE.

WALKER BROS. Bankers

SUCCESSORS TO THE

UNION NATIONAL BANK

Established 1889.

A GENERAL BANKING BUSINESS TRANSACTED.

T. R. JONES & CO., Bankers,

150 MAIN STREET.

B. H. SCHETTLER,

WHO DOES A

GENERAL BANKING BUSINESS

At No. 22 Main Street, Opposite the Co-op

And Pays Interest on Deposits. Desires your accounts.

WELLS, FARGO & CO.'S BANK,

SALT LAKE CITY, - - UTAH.

Buys and sells Exchange, makes Telegraphic transfers on the principal cities of the United States and Europe, and on the Pacific Coast, issues letters of credit available in the principal cities of the World. Special attention given to the sale of Gold and Silver. Advances made on consignments at lowest rates.

Particular attention given to collections throughout the South, and adjoining territories. Accounts solicited.

J. S. DOOLY, Cashier.

Commercial National Bank

Capital Paid Up $150,000.

INTEREST PAID ON TIME DEPOSITS.

Directors:

Ex. Gov. Moses Thatcher, John J. Daly, O. J. Salisbury, Richard W. Pratt, Marshall M. Fox, George S. Ballard, John M. Dalton, Jos. Scott Stevens.

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The Oldest and Largest.

R. G. DUN & CO.,

The Mercantile Agency.

George Osmond, General Manager, Utah, Idaho and Wyoming. Offices: 15 Progress Building, Salt Lake City, Utah.

Oregon Short Line

RAILROAD

Pullman and Tourist Sleepers, Dining and Buffet Cars on all trains.

TIME CARD IN EFFECT JULY 11, 1897.

Trains leave and depart at Salt Lake City as follows:

DEPART

For Chicago, Omaha, Denver, Kansas City, St. Louis, Montreal, Boston, New York City . . . 7 00 a m
For Cody, San Francisco, Ogden, Butte Valley and intermediate points . . . 9 00 a m
For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago and intermediate points . . . 5 15 p m
For Ogden, Butte, Helena, Portland and San Francisco . . . 7 00 p m
For Montana, Oregon, Idaho, Utah, Nevada and intermediate points . . . 7 00 a m
For Ogden and intermediate points . . . 4 00 p m
Arrive Salt Lake City.
From Chicago, Omaha, St. Louis, Kansas City, Denver, Salt Lake City . . . 1 00 p m
From Ogden, Butte, Helena, Portland and San Francisco . . . 1 00 p m
From Ogden and intermediate points . . . 9 40 a m
From San Francisco, Butte Valley and intermediate points . . . 3 00 p m
From Ogden, Kansas City, Denver, Omaha, St. Louis and Chicago . . . 1 00 a m
From Ogden and intermediate points . . . 9 30 a m
From Boise, Butte, Helena, Butte, Portland, Oregon and intermediate points . . . 4 30 p m
From Montana, Oregon and intermediate points . . . 1 00 a m
Trains south of Ogden run daily except Sunday.
Trains north of Ogden run daily except Monday.

City Ticket Office, Under Masonic Hall, The Second door east West Temple St.

D. E. BURLEY, Gen. Pass. and Ticket Agent.
E. W. PULLEN, Gen. Traffic Mgr.
W. H. MCNOROT, Vice Pres. and Gen. Mgr.

THE RIO GRANDE GREAT SALT LAKE ROUTE WESTERN RAILWAY

STANDARD GUAGE.

CURRENT TIME TABLE.

Effective July 26, 1897.

Leave Salt Lake City.
No. 1—For Bingham . . . 7.30 a. m.
No. 3—For Provo, Ogden and Junction and all points east . . . 9.45 a. m.
No. 5—For Provo, Ogden and Junction and all points east . . . 7.40 p. m.
No. 9—For Bingham, Provo, Ogden, Montana, Oregon, Portland and all points north . . . 1.30 p. m.
No. 7—For Provo and intermediate points . . . 6.00 p. m.
No. 11—For Provo, Ogden, Denver and all intermediate points . . . 8.00 p. m.
No. 2—For Ogden and the east . . . 3.40 p. m.
No. 4—For Ogden and the West . . . 11.30 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 . . . 8.45 p. m.
No. 6—From Provo, Bingham, Ogden, Montana, Butte, Helena, Oregon and all intermediate points . . . 12.30 p. m.
No. 8—From Provo and intermediate points . . . 10.00 a. m.
No. 10—From Ogden, Denver, Provo and all intermediate points . . . 3.00 p. m.
No. 12—From Ogden and the east . . . 1.30 p. m.
No. 14—From Ogden and the West . . . 1.30 p. m.
No. 16—From Ogden and intermediate points . . . 1.30 p. m.
No. 18—From Kaysville, Farmington, Ogden and Intermediate points . . . 6.00 p. m.
Only line running through Pullman sleepers from Salt Lake City to Denver and Salt Lake City to Denver via Grand Junction and Salt Lake City to Kansas City and Chicago via Colorado points.
Excellent service, including sleepers without change, to Kansas City, Chicago and Boston.
Free reclining chair cars Salt Lake to Denver. Best seats in the Rockies. Safety, speed and comfort.

Ticket Office, 103 W. 2nd South.

(Dreibelbis corner)

D. C. DODGE, Gen. Agent.
J. H. BADCOCK, Traffic Manager.
F. A. WADLEIGH, Gen'l Pass. Agt.

UNION PACIFIC

The People's Favorite

THE OVERLAND LIMITED

WORLD'S PICTORIAL LINE

Trains leave and arrive Salt Lake City as follows:

(In effect March 28, 1897.)

LEAVE

"The Overland Limited" for Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . 1 00 a m
"The Fast Mail" for Denver, St. Louis, Omaha, Kansas City and Denver . . . 6.00 p m

ARRIVE

"The Overland Limited" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver . . . 3 50 p m
"The Fast Mail" from Denver, Kansas City, St. Louis, Omaha, Denver and Chicago . . . 9 30 a m

City Ticket Office, No. 201 Main St.

Telephone No. 563.

Only one night out to Chicago, Omaha, Kansas City or Denver. Other routes require an additional night.

Union Pacific is the only line running to all the points without change of cars, and the only line operating Pullman dining and buffet library cars and Pullman buffet sleepers on all its main trains. Only line to Kansas City and Chicago connections in Union Depot for all points East, South and Southeast.

For information call at City Ticket Office, or address

E. L. LOMAX, G. P. & T. A., Omaha, Neb.
J. A. MOCKLER, Gen. Agt., Portland, Oregon.
J. H. MANDERSON, Gen. Agt., Denver, Colo.
J. H. SPEER, Gen. Agt., Salt Lake City.

The Colorado Midland R. R.

Two Trains Trains Daily

Through Pullman Sleepers Salt Lake City, Ogden and Louisville to Colorado Springs, Denver and Colorado and Chicago. Through Tourist Car Salt Lake City, Through sleepers on each morning and evening train. The line connections with the Rio Grande Western, (modern Greater Scenic and Short Line) to the Lucerne Denver. No change of cars or delayed time. Take the Colorado Midland and save time and enjoy the Rocky Mountains and scenery in daylight. For full information call on R. G. W. Ry agent, or

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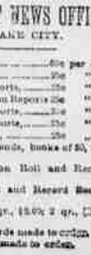

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