

REPORTS PILE UP

why Elected Officials Now Enter Their Duty Without Unfinished Business Before Them,

The beneficial effects of the law passed by the sixth session of the state legislature in 1905, changing the date of the ending of the fiscal year to Nov. 30, instead of Dec. 31, as heretofore, is beginning to be felt in the appearance of annual reports with which the governor's office is now being flooded. The change came about as the result of years of experience on the subject, and the bill authorizing the change was introduced into the senate of the 1905 session by Senator Hollingsworth of Ogden, who came to the legislature after serving as county cierk of lature after serving as county elerk of Weber county and learned what the value of an early report would be the state. Changing the end of the fiscal year to Nov. 30, for instance, enables outgoing state officials to com-plete the record of their administra-tion in regard to all state institutions before the completion of their terms of before the completion of their terms o office and the business of the common wealth is wound up and in order prio to the commencement of each new

STATISTICAL REPORT.

STATISTICAL REPORT. Among the reports received by Gov. Cutler is the one submitted yesterday by State Auditor J. A. Edwards, of the statistical department of the state. The head of the deparament of Statistics is H. A. McMillin, and the re-port which was prepared by Mr. Mc-Millin, covers 50 pages of typewritten matter, and embraces a large number of subjects. The report sees nothing ahead for Utah except prosperity, re-citing that the state's resources are practically unlimited. Stress is laid upon the agricultural possibilities of the state. Of the 55,000,000 acres of land in Utah, at least 20,000,000 are susceptible of cultivation under irriga-tion. The opportunities for homeseek-ers are unlimited, embracing land which under proper care is worth up to 570 an acre. It is the opinion of the office, based on statistical returns, that, rich as the mines may be, and valuable as their product may be, agriculture will lead soon. The report continues:

THE FUTURE'S PROMISE.

This heritage of wealth-made posthis heritage of wealth—made pos-sible by the sacrafice of the pioneers— was, fortunately for succeeding gen-stations, built upon foundations both broad and deep, and the superstruc-ture now being raised thereon is mas-



Made from healthful grape cream of tartar

Will make twice as much good bread, biscuit and cake, pound for pound, as the low priced imitations made from alum and alum phos-

the food more wholesome.

ADULTS DELINQUENT.

Mr. and Mrs. J. M. Snow, of 254 west First North, have returned home from a wedding tour through Old Mexico.

taking with them only suit cases. The baggage checks were forwarded to a hotei in the Mexican city, with in-structions that the trunks were to be kept pending arrival of the owners. Arriving at their destination, the bridal couple could not find their bag-gage, the hotel people claiming to know nothing of their whereabouts, but admitting that they had received the checks. Finally a dress and hat be-longing to Mrs. Snow were found ad-orning the person of another woman, and a colored man was found wearing trousers owned by Mr. Snow. Invesaking with them only suit cases. trousers owned by Mr. Snow. Inves-tigation developed the fact that the checks had been stolen from the hotel checks had been scoten from the noter clerk, and the contents of the trunks had been appropriated. A suit against the hotel has been istituted by Mr. Snow, with good chances of recover-ing the value of the lost property, computing to about \$1 400 nounting to about \$1,400.

Salt Lake Photo and Supply Co. daks, rintshing months, in Main St

SOCIAL AND PERSONAL.

Mrs. W. H. Cunningham is hostess

at a large tea this afternoon at ner home on U street. The decorations are in the Christmas reds and greens, holly

Francisco.

A San Francisco dispatch states that the management of the Western Pacific has decided on stations along its line as follows

as follows: Oakland, 6.5; Fruitvale avenue (prob-aby), 9.76 (or Melrose 10.45); San Lean-dro, 15.3; San Lorenzo, 17.25; Hayward, 20.74; Decoto, 27.23; Niles, 29.66; Sunol, 35.92; Pelasanton, 41.47; Livermore, 47.49; Lathrop (Southern Pacific cross-ing), 82.9; Stockton, 93.67; New Hope, 112.81; Glann, 119.22 (or Franklin, 124.51); Sacramento, 138.55; Sanky, 152.66 (or Reeds, 173.1); Marysville, 179.6; Pa-lermo, 198.97; Oroville, 204.93; Bidwell, 212.42; Las Plumas (Great Western power house), 221.43. There is next a mountain stretch of 48 miles where one or two telegraph stations will have to be established, each station requiring a building for operator, his family and such business as may be called for. Then stations will be located at Brazo, 269.93 miles; Hartwell (station for Quincy), 287.85; Conschere 292.94, Cline (atominud of Sl Oakland, 6.5; Fruitvale avenue (prob-

(a) the located at Brazo, 2003; miles; Hartwell (station for Quincy), 287,88; Cromberg, 303.24; Clio (terminal of Si-erra Valley railroad), 313.5; Clairville (mouth of Delaney canyon), 315.74; Ro-post (opposite the terminal of the Boca & Section) 200 for the Computer Size (Size), 2005 (Size), 2005

Ire With

Another of this afternoon's hostesse

or near Liegan, 371.49. From this last station there comes a stretch of 161 miles mostly over the desert where tele-graph stations must be established. The next involves database will be write next regular stations will be: Winne-nucca, 532.25 miles; Battle Mountain, 591.1; Beowawe, 618.75; Palisade, 635.85; Elko, 665.35; Halleck, 687; Deeth, 699.35;

of Shafter six stations have been al-ready built—Pilot, 788.75 miles; Arinosa, 825.15; Knolls, 845.18; Clive, 854.46; Low, 866.19, and Delle (Hog Back pass), 878.4

more will be let.

SNOWSLIDE IN PARLEY'S.

A snowslide in Parley's canyon de-layed the inbound train an hour last evening.

SPREAD RAILS. Traffic over the Kio Grande between

A. C. Ridgway, general manager of the Denver & Rio Grande railroad at Denver, was in Salt Lake a few hours vesterday. Wells, 717.18, and Shafter (crossing of Nevada Northern railway), 765.89. East FOR AN ENGINEER COMPANY. Gen. Sam. C. Park of the national

ganization of an engineer corps as part The last station is Salt Lake, 927.19 miles from San Francisco, where the Western Pacific will use the new terninal station of the Denver & Rio

Grande road. Of the proposed stations, five have now buildings of their own, westward from this city, while in California three station centers are being provided for, and next week contracts for seven

of the national guard, with three officers and 15 or 20 men, to perform the special professional duities incident to that branch of the service during encamp-ments and at such times as the guard might be called into the field. The east-ern states are making more of a spe-claity of military engineering, one of the New York regiments, the Twenty-second infanity, having been trans-ferred to the engineer branch of the service as a regiment of engineers, Gen. Park believes such a corps attached to the service in the Utah National Guard would have no difficulty in enlisting the interest of quite a number of civil engineers resident in this city.

BAMBERGER EXPRESS Calls for and makes five deliveries daily in Salt Lake and Ogden.

Phone, 159.

Cromberg, 303.24; Clio (terminal of Si-erra Valley rallroad), 313.5; Clairville (mouth of Delaney canyon), 318.74; Re-posa (opposite the terminal of the Boca & Loyalton), 321.63; Beckwith, 326.71; at New supply Bridge Score Cards just Freely



ro tracks were utilized for the pas sage of trains. No one was injured.

guard is an ardent advocate of the or-

of the national guard, with three officers