prosperity than this street railroad. It is fifty years in advance of the general business, and has to depart in hitting up Salt Lake in the last five years than probably any other one thing. It has given suburban homes to hundreds of people and poor, and afforded facilities of quick transportation to all classes of people, at the moderate prices. These improvements to the public have been appreciated and there is a remarkable large and steadily increasing bulk of trade on its lines. The company was organized and incorporated in 1869. Having established in its management many of our ablest and best business residents of the city, it has succeeded in having in its employment men, and has for years kept in touch with public opinion, and now many acknowledgments of the excellent service it has rendered. The company owns on thirty-three miles of track through twenty-six miles of the busiest and most important streets in the city. The roadbed is in splendid condition, which with the rolling stock, which is one of the latest and most comfortable spring seats, gets rid of unnecessary and disagreeable jolting and bouncing. The company owns and operates forty-four cars, thirty of which are motor and eleven trailer cars. The plant is most thoroughly equipped throughout and provided with all the necessary machinery and electrical appliances necessary to the successful operation of the road. The equipment consists of 1,000 electric motors, forty-four motor cars, 400 horsepower each, A. L. and D. engines, 300 horsepower each, three power-house tubular boilers, and one is being put in, and two more boilers. Now that 150 men are employed the year round. This road, though yet young, has been remarkably successful, and its success and its prosperity is a source of much gratification to its public generally, as well as to its promoters. The officers of the company are: Mr. J. L. Rawlins, president; Mr. F. W. Dinwiddie, vice-president; Mr. C. S. Jarvis, secretary, and Mr. George S. Ganson, treasurer. The main offices of the company are situated in the Calder block, 170 state street.

The Santa Fe Route.

One of the most important railroad systems of this continent, minister to Salt Lake and more through trains daily between the principal points in Utah, and St. Louis, Chicago and all eastern, southern and western points. It operates in connection with the Rio Grande Western railway from Ogden and Salt Lake City to Grand Junction, then the Colorado Midland railroad to Colorado Springs and Denver; the Atchison, Topeka and Santa Fe railroad to Chicago, the St. Louis and San Pedro railway to St. Louis. The Santa Fe system is the great railroad in the world, controlling the Atchison, Topeka and Santa Fe railroad, St. Louis and San Francisco railroad, Atlantic and Pacific railroad, Southern California railroad, Gulf, Colorado & Santa Fe railroad, New Mexico & Arizona railroad, and Sonora railroad. It controls in all some four or ten thousand miles of road and is the only railroad with its own tracks between California, St. Louis and Chicago. Of all transcontinental routes the Santa Fe is easily first in scenic interest as well as being unsurpassed in quickness and comfort of train service and excellence of dining facilities. But the especial charm of this route is its scenic beauties. Take for instance the trip from California to the East, via the Grand Canyon line, or via the Haystack Pass line, and for varying grandeur, for the sense of scenic magnificence, these routes stand unsurpassed, unsurpassed. Space fails us enumerating the various points of interest and beauty which panorama like, are unveiled, as the passenger is carried swiftly along on the comfortable train. But, but detailed descriptions will be found in the various illustrated works specially prepared by the passenger department of the Santa Fe route. The freight department of the road is of the best, every facility being provided and direct connection with all points being given. In regard to the passenger department we cannot speak too highly, and, indeed, no words of commendation are necessary, its superiority in that respect being admitted by all hands. Both in its road-bed and in its rolling stock equipments the Santa Fe is recognized as representing the greatest development of the art of animal locomotion and topping, and in the comfort, ease and convenience of its passenger service which includes the Pullman dining room, drawing room and sleeping cars, reclining chairs, smoking cars, etc., it ranks any in the world. The repairing the road equips with the travelling public and the large passenger business it transacts, indicate this high standing. The general offices are in the Monadnock building, Chicago, and Mr. W. F. White is the passenger traffic manager. The local offices for Salt Lake city are at 20 West Second South street, and the freight department is in charge of Mr. J. D. Rosecrans, while Mr. George L. Gibson is the passenger agent. Mr. Kenworthy has filled his present position for some years. Mr. Gibson came here from Denver, in 1890, and about two months ago. He is a gentleman of wide experience and ability and has been with the road thirteen years having been, before coming here, passenger agent in Detroit.

EXPRESS COMPANIES.

The Pacific Express Co.

The Salt Lake agency of this company was established in Feb., 1877, and Mr. J. C. Cornell, the manager, is general superintendent for the western department, including Utah, Idaho, Wyoming, Washington, Montana and Oregon. The company has offices throughout these two states and operates over 1,000 miles. It runs over all the Union Pacific company's lines, and those of the Utah Central—any large business transacted at points with other lines running to all parts of the country. Every convenience known to the business has been afforded patrons. The Pacific has a time and complete money order system and has arrangements with the banks in Canada, Mexico and throughout the United States, whereby money orders on the company are payable on demand. By superior service and promptitude, this company has become a favorite with those it does an agency established, and to its patronage out of Salt Lake City bills attest the high appreciation in which it is held. Mr. J. C. Cornell, general superintendent, has been with the company many years. He is thoroughly experienced and well known in commercial circles. Mr. John C. Dinsell is assistant manager for the western department and has been with the company for several years. Mr. I. A. Sanborn is local agent at Salt Lake City, located 20 South Main street between Second and Third.

Denver & Rio Grande Express.

This express was established in 1881, and has, with the strongest competition succeeded in making a name and place for itself throughout the entire Rocky Mountain region. It is successfully managed and thoroughly equipped. It is today as well and favorably known as the largest express company in the extensive and owing to its liberal management, active to patrons, service of any other. It has offices in all the principal towns and cities in this and other territories, and that the personal liberal policy and management so conspicuous in its young is fully appreciated by the business public, is fully attested by the large patronage it has and is receiving. The company has 20,000 miles of lines on all railroads and stages, 20 wagons and 300 horses, 20 express messengers, 300 agents, 300 express offices, 1,000 employes, 300 express cars, 300