

that the profits in an orange crop were greater than most people imagine—that it was not unusual for them to gather from \$1000 to \$1200 worth of oranges from an acre, and that a neighbor had obtained \$1700 worth from an acre during one year. He also gave it as his opinion that the people of Salt River valley might reap immense profits from the cultivation of figs and pomegranates, especially the latter, as they were in good demand and yet not grown to any great extent in California.

Salt River valley is very well watered—would be extremely so for the growing of fruit as less would be required in that case than for raising lucern and grain. The water is so abundant that no special efforts such as are in vogue in California, where cement pipes and conduits, etc., have there been resorted to, and may never be necessary, even though the whole valley be cultivated.

As a rule the land throughout Salt River valley is very easily irrigated. The mesas or higher land are so level or have such a gentle slope that President C. I. Robson assured me that he had known the water to run in a wagon track which would be a quarter to half an inch in depth a distance of seven miles. That the country has sustained an immense population at some period in the dim and distant past is attested by the extensive ruins of cities and canals that still exist. The remains of houses appear like huge mounds of earth, the structures having been built of adobe, but these when excavated reveal walls and in many instances portions of charred timber, besides human remains, potteryware, implements of husbandry, weapons of war, etc., making the region a most fruitful field for scientific research.

Altogether Salt River valley is a most interesting region to visit, and has as great a future before it as perhaps any portion of this favored land of America. G. C. L.

THE SALINA EXCURSIONISTS.

A grand complimentary special excursion so munificently tendered the leading business men of our fair and prosperous Territory, by the Rio Grande Western Railway company, to Salina and return is now over. It was a huge affair, carefully planned and splendidly managed.

Altogether it was the greatest joint outing of commercial men and prominent citizens that has ever occurred in Utah. It was gotten up for the express purpose of giving the business men of the chief cities of Salt Lake, Weber and Utah counties an ocular demonstration of the manifold beauties and

BUNDLESS RESOURCES

of Sanpete and Sevier valleys. The route traversed is famous for its scenic pictures, fertile vales and thrifty people.

As briefly mentioned in a special to last evening's News, less than forty Ogden merchants and other citizens took advantage of the splendid inducement for a day's combination of business and pleasure offered by the "Little Giant," while nearly five hundred Salt Lakers boarded the train at the depot in this city. Before the merry throng of excursionists had reached Salina, the present terminus of the branch, more than eight hundred men were

upon the train, most of them comfortably seated in luxuriantly upholstered railway chairs of latest design and convenience, but the aisles and platforms were crowded with passengers. Five bands rent the air with lively music, and country people at the wayside stations bade the excursionists a hearty welcome as they gratuitously distributed fruits, sandwiches and other refreshments to strengthen and invigorate the jovial travelers. No royal retinue was ever received with greater hospitality than were the excursionists of yesterday.

For a new road the branch is one of the smoothest ever ridden over. The coaches are magnificent in

DETAIL AND FINISH.

The interiors are finished in mahogany, with antique oak ceilings of excellent quality. A smoking apartment neatly fitted up can be found in one end of each car. Beautiful paneled and beveled French plate mirrors flash from the sides and ends of the cars. The upholstered seats are roomy and easy. The package receptacles are of intricate and elegant design. At one end of the car is a gentlemen's toilet room, and at the other a ladies' retiring room, both fitted up with all the latest improvements. In addition, the cars are lighted by gas to the extent that reading at night becomes almost as easy as by daylight.

On entering Spanish Fork canyon the sun broke forth and dispelled the clouds that had for several hours threatened a heavy rainstorm. The contrast between the

RUGGED CLIFFS

of granite, lime and sandstone and the rich valley just left behind, with its superabundance of garden and farm products, was indeed great.

Notwithstanding the recent storms, venturesome disciples of Isaac Walton lingered along the muddy mountain rivulets with reel and rod, and were seen snatching the finny denizens from the water as the train moved heavily and slowly up the steep grade. Time was gradually being lost and it soon became apparent that the special schedule could not be conformed to. The "Hill Top" separating Thistle and Sanpete valleys was crossed at 1:45 p. m., or nearly an hour and three-quarters late.

Some little disappointment prevailed among the passengers on account of the unsuccessful effort to make a short stop at Lehi in order that the

SUGAR FACTORY

might be visited, but that was soon forgotten. The railroad officials would willingly have acceded to the request had it been made in time.

When Sanpete valley, the "Farmers' Paradise," was entered the atmosphere was elastic, transparent and bracing. The fields of golden wheat and heavy harvests of hay, in which a vast industrial army could be seen peacefully at work, gave a fitting exhibition of thrift of Sanpete's people. On either side of the valley were beautiful canyons for the artist, well stocked streams for the fisherman and timber for the hunter.

Before leaving Utah county, the stock of blue and

WHITE SATIN BADGES

distributed among the company's in-

vited guests, on which was printed: "Sanpete and Sevier branch of the Rio Grande Western Railway, complimentary to the representative business men of Utah, to Salina, August 17, 1891," had been exhausted and consequently there were none to give to the Sanpete delegations.

Evidences of heavy rains and the marks of destructive floods were observed along the Sanpitch river.

Manti was not reached until nearly 4 o'clock p. m. The schedule time was 1:42. Here the citizens did themselves proud by the giving of a free lunch to their hungry visitors who remained sight seeing, in the town, for an hour and a half. The Temple which stands on an elevated spot above the city was the object of much comment and admiration by hundreds who had never before witnessed that magnificent shaft of polished granite which commands so excellent a view of the greater portion of the county in which it stands.

Two hours after schedule time, the excursionists, excepting a few who missed the train, proceeded to Salina, the objective point. At that town the visitors were given a splendid reception and were highly entertained for forty-five minutes. The firing of anvils and the booming of guns announced the arrival and departure of the train. Salina has a population filled with energy, business, pluck and thrift. As the visitors left they gave

THREE CHEERS

for the R. G. W. which was responded to by the excursionists giving three cheers and a tiger to the inhabitants of Salina. The return trip to this city was made without any unusual occurrence.

Several passengers, however, whose love for the "sparkling" was greater than their judgment were left at wayside stations. Salt Lake City was reached this morning at 4 o'clock instead of 12:05 as at first announced.

The Salt Lake Street Car company's cars were at the depot and most of the wearied travelers were soon conveyed to their homes, highly delighted with their experiences.

THE POPULATION OF WEST VIRGINIA

ACCORDING to the official returns of the Eleventh Census, taken on June 1, 1890, the population of West Virginia was 762,794. In 1880 the population was 618,757. This shows during the decade an increase of 144,337, or 23.34 per cent.

Of the fifty-four counties in the State, all show increases ranging from two or three per cent. to 137 per cent. Twenty-four counties show increases of more than 25 per cent., three counties of more than 100 per cent., and three counties of more than 50 per cent.

Fifteen cities and towns have a population of more than 2000 each. Wheeling is the largest with 34,452, Huntington comes next with 10,108. This city shows an increase of 218 per cent. since 1880. Then it had but 3174. Parkersburg has a population of 8498, Martinsburg 7226, Charleston 6742 and Grafton 3159. Hinton shows an increase of 192 per cent. since 1880. Then it had 879, now it has 2570.

The Jay Gould party were at Shoshone, Ida., when last heard from.