# DESERET EVENING NEWS: MONDAY, JANUARY 13, 1902.



# **UNION PACIFIC LAND GRANTS**

Their History and How They Are Involved in the Great Question of the Reclamation, and Settlement of Western Arid Lands.

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the secretary of the interior was right when he said, referring to the possi-

"That this vast acreage, capable of sustaining and comfortably supporting,

ander a proper system of irrigation, a population of at least fifty million peo-

de, should remain practically a desert, a not in harmony with the progress of

oday both are allke found to be pro-

bered government sections to brought under cultivation and

either in the rainfall districts

bilities of arid lands of the West

diffica of the future

HAT great pathfinder, Gen. | in the West of which we boast. Truly Grenvill M. Dodge, whose work for Western development began a half century ago, was recently entertained by a party of old friends in Omaha, and, in replying to remarks complimentary to himself, toid

in part the story of the beginning of the. Union Pacific railroad and the struggles of its founders, who succeeded only because of government assistance-one feature of which was the land grant voted by Congress, the influence of which has over since remained with, and served to reduce taxation upon the land interests of the farmers and ranchers within the portions of the

states affected. General Dodge said: "If I should try to portray to you the experiences, the trials and the sufferings of the picket line of settlement and exploration in those days you would declare it more fiction than fact. This city and state for their great prosperity after the fact, are mostly indebted to the Union Pacific railway. It blazed the way across the continent. Its builders took all the chances and solved the problem of the building of a railroad to the Pa-clific. They desired an estimate from clific. They desired an estimate from which they could prove to the peopl that it would be able to pay the inter people est upon the first mortgage bonds, and after calling to my aid all the people who had knowledge of the capabilities of the country west of the Missouri river, as well as those of China and Japan, and in fact of all Asia, the best I could do was to report to them gross earnings within ten years of \$5,000 per

Of the 5,000,000 acres of Union Pacific and still remaining unsold, about 80 per mile-and, if I remember rightly, in less than five years the road earned \$10,000 ent are within the arid belt, outside of frigable districts, and upon which crops cannot be valsed because suffi-cient water is not available. per mile. So you see how little those who had the best knowledge of this country appreciated what its develop-ment would bring about. The earnings EARLY SENTIMENT IN COLORADO. In 1873 there was held in Denver a of the Union Pacific made it safe for any other road to enter the territory invention to consider the great questions affecting the development of the Trans-Missouri states, at which Goverand to the Ames, the Dillons, Goulds, Scott, Huntington and Stanford in the early day, and to Perkins, Miller, Ca-ble, Hughitt, Villard and many others nor Samuel H. Elbert said: "American civilization reaching the region of the great plains is confronted of a later day, this country should give great honor and no abuse. I never dreamed that the Union Pacific railroad by a new want, broad in geographical extent and vital to its industrial life. The 99th meridian of longitude west would control the Southern Pacific. from Greenwich-the meridian of Fort must not sit still and pass by what there is for you here in this great con-Kenrney on the Platte river-marks a division line in the physical geography

trol. Your business mea must get near to the throne and use your energies as of the continent. Here the prairies merge into the great plains—here the abundant rainfall of Eastern meridiana cease. Westward lies one-half of the Miller and Saunders and Millard and many others did in an earlier day. You need not be afraid of the great combin-ations just completed in the Northwest. geographical area of the United States. All of this vast region, excepting the maritime front of the Pacific, is with-The men at the head of that sigantic enterprise are broad-minded. They have behind them such an immense cupital that when you go to them with out sufficient rainfall for the cultiva-tion of the soil. This is the fact which lies in the pathway of our commercial any project they are able to adopt it and carry it out. The country west of here has hardly been scratched and with the trains of the country pushing and industrial progress and to which we seek to call the attention of the Congress and the country, "The great annual tides of emigraforward its development with steam and electricity, who can prophesy what tion from the East seeking homes under the beneficient provisions of our land fifty years will develop between here and the Pacific ocean?" laws are halted on the verge of thou-sands of square miles of arid country,

#### THE FIRST SETTLEMENT.

In the early days the conservative and of the East would have no part in the Union Pacific enterprise—the risk was too great. They believed it would be well to connect California with the rest of the nation, but much of the country to be crossed was considered worthless and profits could not be fig-

the great problem which today fronts the people of the trans-Missouri region.' IMPORTANCE OF THE OUESTION Colorado statesmanship early grasped the importance of the problem. If Con-gress had provided the proper remedy the census of 1900 would show many more than 5,000,000 people in the West ern half of the country; many more than 10,000,000 acres would now be found under irrigation in all the West many more than 250,600 farms would b ound in the eleven Western states; the United States geological survey would not still estimate that there is sufficient water running to waste to reclaim 75. water running to waste to reclaim 75,-000,000 acres, the fact would not now be published that in the New West agri-culture has not been keeping pace with other branches of industry and stories of conflicts involving loss of life and property upon the open and uncon-trolled range of the West would not constantly be told.

resulting from the absence of any meth-od of control) in such <u>condition</u> that any satisfactory adjustment of existing complications is a most difficult prob-During the past ten years careful

stock owners have realized that their operations could not be safely conducted entirely upon the open range and they have secured government and state lands and purchased or leased railroad lands until now the wisdom of such action is generally recognized. With this as an object lesson the majority of live stock owners are ready to acknowledge that the control of govrument grazing lands must come in he near future if the destruction of years is to be stopped, the ranges re-stored and an increase in the live stock "ON TO LOS ANGELES" THE CRY

interests of the West is to be realized. WHAT IS YET LEFT.

Of the remaining 5,000,000 acres of the Union Pacific land grants about 3,000,000 acres are in Wyoming and about 2,000,are in Colorad These tracts are located in districts

age or in keeping with the possiaubject to all the varying conditions found in the West. In Western Kansas The farming lands included in the Union Pacific grant in Kansas and Neand Nebraska, in favorable years crop-can be raised, and at all times cattle braska were nearly all sold prior to 1889. Even numbered sections lying within and sheep can find sufficient he railread grant were taken up by ettlers under the homestead law, and Colorado, the lands are good for eattle and sheep grazing as all are under fa-vorable climatic conditions. In Wyomluctive farms, worth many times per ing, some of these lands are useful acre the price paid to the railroad com-pany and to Uncle Sam. The rainfall in sheep and cattle in spring, others for summer, and other tracts best for fall, while over 2,000,000 acres are desert hose districts was sufficient; there was no arid land problem to be overcome tracts, being without water and used only by sheep in the winter when snow ast of the 18th meridian. In northern Colorado, in Utah, in the vicinity of Orden and Salt Lake, and in a few furnishes the moisture necessary to

austain life. tripa in Wyoming some railroad sec Sales of the Union Pacific are now tions came within irrigation districts-probably 506,060 acres in all-and figmade at the rate of about 1,200,000 acres per year, so that within a few years th ared largely in the early successful Coentire grant will be entirely disposed of: the lands will be in private owner-ship and the Union Pacific railroad land perative Canal company's operations f northern Colorado and the Co-operaive canal works in the Salt Lake valley grant problem will be a thing of the in Utah, the two best known garden spots in arid America. Again, in these DASL.

Questions affecting the proper use of rrigated districts the odd numbered allroad sections and the even numthe even numbered government sec-tions lying within railroad land grant were limits still remain with the 500,000,000 mains still remain with the 300,000,000 acres additional public lands in the Weat, as problems for adjustment, the proper handling of which will mean lower taxation and a better develop-ment of the resources of the states af-fected. If the proper remedy had been supplied at the proper rules and the worth today many times the price paid to the railroad company and to Uncle Sam. There is no railroad land problem

rnska and Kansas or the irrigated dis-riets in Colorado and Utah. applied at the proper time, and the homestead law had been amended to nable a settler in grazing districts to take up enough of the arid lands to enable him to make a living raising cat-tle and sheep, thus putting him on an even basis with the settler in any part of the prairie states, where the rainfall as sufficient to enable him to make a living by raising grain upon his 160 acre homestead, all interests would have been benefited and the wealth of the West would be found to be greater by many millions of dollasy than it is

> That the business men of the arid tates have not realized the importance of the public land and national irrigation questions is largely responsib present conditions. Defective land laws ave prevented development.

The recognition of different condltions and the necessity of classification and handling of arid lands upon plans liffer, which the Union Pacific and othr land grant operations offer as an ob-ect lessons need not be lost upon the men upon whom devolves the duty of utting the public lands under contro It is to be hoped that the failure de live stock owners to get together for their own protection, and the political inplications and ignorance of the situ-

atten in Washington will not much longer hold back proper action. If the secret can be grasped properly, and Uncle Sam will stop trying to put a square land peg in a round land hole or a round peg is a square hole--in othwhich, irrighted, are capable of sup-porting the densest population of the r words, adopt a policy flexible enough o meet the requirements of different continent. To open up a way out of this complication, to overcome and substates and conditions, as the Union Pa-cific has done in handling its land grant, a great forward step will be tak-en in Western development and the in-fluence of the Union Pacific land grant due this physical fact which fetters their growth and limits their future, is may, at its close, prove to be a blessing -as it was at its beginning, in making

ruction the Oregon Short Line. first transcontinental railroad, which rearly or quite completed before Janu-ary 1 next. Particular attention, how with the additional lines to the north and south, made possible the develop ver, will be given to the extensions and ment of the great new states of today improvements on the parts of the Short from the wilderness of yesterday. Line which compete with the Hill sys-

Fe so dearly loved. Hamilton G. Park pronounced the benediction. Elder

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iren, five in number

do so may contribute:

knows how



Salt Lake to be Center of \$30,000,-000 Expenditure by Harriman.

# Return of General Manager Bancroff

From New York is Now Being Eagerly Awaited Here.

After the good news that has been cluging Salt Lake during the past few days the return of General Manager Pancroft, of the Oregon Short Line, from New York where he has been it consultation with E. H. Harrinan, is heing awaited with interest.

On Saturday it was given out officially in Omaha that the Harriman lines would appropriate between \$25, 000.000 and \$20.000.000 for the improvement of the systems owned by the syncleate. This means that the policy begun in Wyoming two years ago will be carried right through to the coast, and that a big slice will be cut-off the existing train schedule from the coast o Chicago.

The interest of Salt Lakers of course enters on the coming of the Unior Pacific and the Southern Pacific to this ity and the extension of the Oregon Short Line through to southern Califor-It is confidently stated that the Slo-

gan, "On to Los Angeles," will be the watchword, and that the residents of the city of the Angeles will get a new cutlet to Utah, Idaho, Montana and ne East by way of a Christmas pres-

It goes without saying, if Senator lark and his associates had not started the proposition eighteen months ago that the Gregon Short Line would not e exhibiting such haste to push on he good work. Indications are now ry strong that there will be two lines brough to the coast within the next

That the Short Line will complete the work first and be running through trains for a year ahead of its rival seems to be generally conceded. It only has about 500 miles to close up and with upplies coming in from both ends and onstruction camps scattered all along he route some records in track laying will be in order. The Garfield ilne will be standard guaged and then pushed cu to Ohpir and Tintic and the Leam-ington cut-off will be built while the work of construction is being pushed on the desert across Nevada.

From an Associated Press dispatch it learned that the plan of railrond ampaigning to be carried out by the Union Pacific road during 1902 was given out officially on Saturday at Omaha, and will result in the expendi-ture of from \$25,000,000 to \$30,000,000 in improvements and extensions. It is a continuance of the general plan of putting the road in the best possible phy-sical condition between Omaha and San Francisco, but efforts this year will be directed almost wholly to that part of the road west of Salt Lake and ogden, and the Oregon Short Line.

Twenty millions alone will be used in improvements of these lines, and the remainder in pushing the extension of the Salt Lake-Los Angeles branch of

Washington, in an address delivere before the members of local union No. 30 in Milwaukee, when he declared the men were demanding a 9-hour-day and the adoption of a union wage scal which would vary with the various dis tricts in the country. In anothe month the demands of the machiniz In anothe are to be submitted to the railroads and unless agreed to a strike will follow on May 1.

Firemen Are Strong.

Peoria, Ill., Jan, 13 .- Frank W. At From and secretary treasurer of the Brotherhood of Locomotive Firemen, has just completed his report for the Jast year, which makes some remark showing in reference to the ord According to the figures the firence are the strongest, in proportion to th number of mon employed, in the Unite States and Canada, of any of the rat

road organizations. The firemen toda have a total membership of 40,720 a against fewer than 50,000 locomotive mon in the United States and Can

This is a doubling of the member ship since 1894 when the order moved to Peorla at which time it had fewer than 21,000 members. The gain for the act year was 3,119 and the insurance h. force is \$55,628,500.

Eugland Waking Up.

were richly rowarded by the excellent remarks from Aposite M. F. Cowley, President F. Y. Taylor and Stake Coun-selor Edwin Beanion. The subjects ireated upon were: Unity among the Saints, the scope and comprehension of the General the commendativities rest. New York, Jan. 13, There is a dis position on the part of the several of the leading railways of Great Britain o attend their ways in the direction of the Gospel, the responsibilities rest-ing on every member of the Church and economy, says the London correst indent of the Tribune. Railway trans the value of a worthy example. The ward was highly complimented for the excellent condition in which all the orport in this country is at present car ried on under much the same condiganizations were found and the great ions as those which prevailed in the United States a quarter of a century crease in tithing. The Bishoprick was reorganized as ollows: M. M. Atwood, Hishop; John I. Whitaker, set apart first, and George age, and in England nearly half a con tury ago. Wagons of eight to ten ions' capacity are still used and the avol-age mineral train load is under a hun-

arbuckle, as second couns lor, under the hands of the Stake presidency pres-ent, and Apostle M. F. Cowley, who was mouth in both instances. dred tons. The Lancashire and York-shire, London and Northwestern, the Northwestern and one or two mino British lines have recently, however DeWitt's Little Early Risers never dissiven orders to build wagons varying in capacity from twenty to thirty tons, and if the experiment comes up to ex-pectations the smaller wagons will appoint. They are safe, prompt, gentle, effective in removing all impurities from the liver and bowels. Small and easy to take. Never gripe or distress, Godbe-Pitts Drug Co., corner First South and Main streets. gratually be discarded. The country s so intensely conservative, however

that the reform is sure to meet with opposition from the colliery companies SOCIAL AND PERSONAL.

SPIKE AND RAIL. The engagement of Miss Chloe Hunter and Frederick R. Woolley is an-nounced, the wedding to take place on Hereafter all points on the Southern Pacific lines in Oregon will receive the benefic of settlers' rates from eastern the 23rd Inst.

points through Portland. Miss Sadler entertains the card The Canadian Press association is lub this evening. scheduled to arrive in this city from the coast on the 22nd inst. They will go east over the Union Pacific. Tomorrow night the International Brotherhood of Machinists give a ball

at Christensen's. The Oregon Short Line will remode and improve its sheep pens at Milford and with that end in view some \$1,500 n Ogden. s to be spent on lumber and material

for the shearing corrals. Now comes the rumor that the Union Pacific cut-off will come into Davis county via Uintah. If this thing keeps up the railroad reporters will run out of canyons,

Superintendent of Motive Power J. F. Dunn has returned from Pocatello where he has been in attendance upon the festivities incident to the starting work upon the new shops.

J. W. Reutlenger, representative of Grace & Hyde, the Chicago contractors who have secured the contract for the building of the Oregon Short Line shops at Pocatello, is in this city figuring or brick.

If the Ogden Standard's argument to own real estate in Sait Lake is true those self same officials must own all Salt Lake valley. Nothing short of such holdings could warrant the expenditure of thirty millions on rail-road improvements all of which rethis

Tils. SENSATIONAL JAIL BREAK



Carpet Designs.

We are now ready to show the purchases of

Still at 64 West2nd South.

our buyer who has just returned from the East. The designs and colorings of these Carpets are really beautiful-all of the very latest styles. Prices are very close, too. We take great pleasure in showing these goods and invite you to make careful comparisons as to prices and quality before purchasing.



ive to the extent of the offerings and prices range higher than at any of the surrounding markets. The most de-ELLIS, THE PHOTOGRAPHER sirable offerings that have been made consist of a series of consignments of fed New Mexico yearlings, the first o which sold at \$4.75 about the last o the year and which now sell at \$5.25 The best lambs available at this marke sell at \$5.50 to \$5.90 and strictly choic lambs would bring \$6.00 to \$6.25. West rn fed wethers sold up to \$4.55 during the week and fat ewes at \$3.50 to \$4.00 Fackers are anxious for mutton and depend largely upon purchases made

Receipts of live stock during the pas week were, 25,000 cattle, 80,000 hogs and 12,000 sheep, as compared with 22,500 cattle, 72,000 hogs and 8,000 sheep for the previous week, and \$2,800 cattle, 84,-

THE SMITH

PREMIER



4 8.4 Mrs. G. F. Downey leaves on Wednesday for San Francisco. FROM

. . .

Excellent Discourses and Large At-

tendance - Bishoprie Organized.

The Sugar House ward conference

of the Granite Stake, was held Sunday

fanuary 12, 1902, at 2 p, m. Bishop M.

M. Atwood presiding. There was a

splendld attendance of the Saints who

Mrs. Robert J. Coleman and Miss Coleman left yesterday for California. Mrs. H. G. Button and Mrs. Agnes

Mahoney leave tomorrow for Denver, where they expect to reside.

a trip through southern California.

Mr. and Mrs. John Dern and Mr. and Mrs. George Dern have returned

Mrs. J. D. Spencer went to Ogden to-day to attend the Gates concert tonight.

WESTERN STOCK MARKET.

Kansas City Stock Yards, Jan, 9.-Cattle cereipts for the first seven days

of the new year were 2,000 short, as compared with the first week in 1901,





Stub to Extra-Fine,

thus enabling the writer to posses the most satisfactory

Tel. 355.

Mr. and Mrs. Sebree leave today for

from Nebraska.

Mr. James A. Pollock has returned.

Special Correspondence.

but eastern markets were heavily sup-riled and quotations lowered on the

the effect that the cut-off stories have been started by railroad officials who

found to the advancement of

"Mormons" fleeing from religious persecution could cross trackless wastes and endure hardships to build up new homes in a distant country; the story of gold discoveries could take the adventurous to California, but the inter-mountain districts were too little known or appreciated to attract the attention of any except the few brave men, who believed in and risked their all to push the Union Pacific railroad to completion. President Lincoln looked well in to the future; Congress voted bonds and lands and in 1869, in Utah, the locomotives from the West and the East met; bands of steel connected the dis-tant parts of the nation, and transcontinental traffic became a reality; the great early Western colonization movement was made possible and the foun-dations, were laid for the new intermountain states; the great mineral store houses of the West were opened and billions of new wealth added to the

EXTENT OF THE GRANT.

nation.

Surely it can be truly said of the founders of the Union and Central Pa-cific ronds that they "smote the rock of Western resources and abundant streams of revenue burst forth." The original land grant to the Union Pacific, the alternate odd-numbered sections in a forty-mile strip, extending from Omaha to Ogden, was approximately:

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sas City to Denver, was: Acres In Kansas ...... 3,934,000 Total ..... 6,273,000 The Denver Pacific grant, all in Colo-rado, extending from Denver to the Wyoming line, was \$63,000 acres. The three grants in all, in the states of Nebraska, Kansas, Colorado, Wyoming and Utah, aggregated 18,500,000 acres. Prior to 1887 the Union Pacific lands were not taxable. Purchasers of railroad lands were placed upon the same footing regarding taxes as the settlers who took up public lands within the grant under the homestead or other laws, and it was the practice not to make the lands taxable until after they had been sold and about three-fifths of the purchase money paid upon them. By act of Congress, approved July 10, 1886, "all railroad granted lands were made taxable

The taxes paid by the Union Pacificompany upon its granted lands, begin-ning with the year 1887, have been:

For the five years 1887 to 1891, ...\$ 870,900 For the five years 1892 to 1896... 1,090,000 For the five years 1897 to 1901... 912,000 Total .....\$2,873,000

# REMAINING LANDS.

There are public lands now remaining in Colorado 32,000,000 acres. Wyoming 45,000,000 acres. Utah 42,000,000 acres. If even one-half of such public lands had, during the past fifteen years, been and, during the past inteen years, been under private ownership and subject to taxation on a basis even with the Un-ion Pacific lands, surely the burdens resting upon the taxpayers of these states would have been greatly reduced. This object lesson ought to be sufficient to show that the property owners and heavy taxpayers of the mountain states have a great interest in the proper solution of the public land and irriga-

tion questions. That so many have failed generally to recognize the situation is not creditable to the high average intelligence

The government land laws have not been safted to the conditions found in the arid West and Congress has failed to pass the constructive legislation nec-essary to remedy the difficulty. While marvelous progress has been recorded in spite of defective land laws, the failure to recognize and pro-

vide proper measures for the classifi-cation and disposition of grazing tracts as distinct from agricultural lands and the failure to provide intelligent foreary and irrigation legislation, has mused a loss of hundreds of millions try and dollars and has left the remaining 0,000,000 or more acres of public lands (owing to the abuse of existing laws

Rheumatism

Is a rack on which you need not suffer long.

It depends on an acid condition of the blood, which affects the muscles and joints, causes inflammation and pain, and results from defective digestion and a torpid action of the liver, kidneys and skin. Sciatica, lumbago and stiff

neck are forms of it.

"Hood's Sarsaparilla has cured me of rheumatism. I was so I could not lift anything and my knees were so still I could hardly get up or down stairs. Since taking three bottles of Hood's Sarsaparilla I have never felt a symptom of rheumatism, and I gladiy recommend Hood's for this disease." Mas. HATTIE TURNER, Bollvar, Mo.

"I have suffered greatly from rheumafism and did not get any relief. When nearly helpless I began taking Hood's Sarsuparilla and two bottles have greatly improved my health. I can now use my arms and can aleep at night, which I could not do

before." NES. H. THIELOARD, 792 E. Ravenswood Park, Chicago, Ill.

# Hood's Sarsaparilla and Pills

Neutralize the acidity of the blood, perfect digestion and

excretion, and radically and permanently cure rheumatism.

"I had long suffered from indigestion," writes G. A. LeDeis, Cedar City, Mo. The prime object, it is said, is to put the road in a position to control the immense trade with the Orient that is expected to be opened by the new "Like others I tried many preparations but never found anything that did me good until I took Kodol Dyspepsia Cure, One bottle cured me. A friand who had suffered similarly I put on the use of Kodol Dyspepsia Cure. He is relative fact of the second state of the onditions in the east and in Hawall. his trade is already beginning reach formidable proportions, and the Union Pacific, it is stated, is preparing gaining fast and will soon be able to work. Before he used Kodol Dyspepsia o meet the competition of the northorn lines. Cure indigestion had made him a total wreck.-Godbe-Pitts Drug Co., corner First South and Main streets. That part of the roadway between

Omaha and Ogden has been put prime condition by the expenditure several million dollars in improvement annually for the past five years. T FUNERAL OF ALMA ASH. used in straightening crooks and cut Impressive Services at Sugar House ting immense hills and tunnels, thus reducing grades to a degree that can Assubly Rooms-Aid for Widow. overcome by the large engines withut assistance. The funeral services over the remains

"The Union Pacific has long since decided that it must have a fast line of Alma Ash were held in Sugar House ward assembly rooms, Sunday, January to the coast gateway in order to re-tain its hold on the Oriental trade." said the official who explained the pro-posed plan. "That traffic is becoming 1902, at 11 a. m. Counselor John M. Whitaker presiding. The love and esem in which the decensed was greater every year, and it was some years ago that this scheme for a comield was very manifest in the large body of workers from Z. dete overhauling of the system was adopted.

M. L. where he was employed The plan has been steadfastly ad and friends and associates from varihered to, so that now there is the finest kind of railroad from Council ous wards where he was well known. The floral tributes from the Seventies quorum, from Z. C. M. I. and friends Bluffs to Ogden. For that much the way we make fast time, but vere most beautiful and appropriate. The Sugar House ward choir furcoon as we get past Orden we are ished the music and between the ser-nons Miss Beatrice Crismon rendered reduced speed all the rest of the jou ney. Improvements on this line w 'Oh My Father," The speakers were: George Spokes, H. R. Phillips, Josiah Burrows, W. D. Owen, Joseph J. Woodin the nature of reducing grad aking out certain curves and lessen thers and reballasting the entire li ff, Joseph W. Summerhays, F. Y. tylor, itulon S. Wells, Joseph W. Mc-These improvements will fix us the Oriental trade, which is somethic enormous, especially to and from t Philippines and Japan. They will all cover central California satisfactori urrin and M. M. Atwood. All testi-d of his virtues and spoke in terms praise of his faithful labors in all to other arm of the work, meanwh oncities where he was called to work ill be looking toward the impro-tion of facilities of getting into devotion to truth and the cause of m; his life and character as a ma God; his spirit of magnanimity and uthern California busines uthern Pacific improvements are f sire for the welfare and comfort of he most important, since they hav earing directly on the gateway bus hers and his constant aim and ambition to obtain sternal life. Words of consolation and comfort were adminisness, but this extension of the Oregon Short Line to Los Angeles is also a hig tered to his bereaved wife and family proposition. and his aged father and mother whom

### ANOTHER CONFERENCE.

Jesse B. Higgs dedicated the grave, At the close of the service Elder John Superintendents of Motive Power and Machinery at the Knutsford. Whitaker stated there was a heavy

ligation on the home of the widow The superintendents of motive powe nd expressed the belief that by a nited effort sufficient means could soor and machinery of the various Harriman ained to cancel the debt and turn lines met at the Knutsford this afterver to the sorrowing mother a home o shelter her and her almost helpless on for the purpose of talking ove ans for the ensuing year and entheir important branch of the railroad service. Among those who were pres-ent were J. F. Dunn of the Oregon Short Line, H. J. Small, Sacramento, of the Southern Pacific, and S. Higgins, Omaha, of the Union Pacific. following committee was appoint. 1 to secure subscriptions for this most orthy object and anyone desiring to John M. Whitaker, J. B. Higgs, Thomas Hull, Joseph W. Summerhays, Arthur Cummings, M. E. Pack, Benja-min J. Harris, Carl A. Ahlquist, James A. Faust, Joseph Childs, Edwin Evins,

## Machinists Uneasy.

Chicago, Jan. 13 .- Railroads in every

art of the country are threatened ith serious trouble as the result of the announcement of the intention of W. T. Wesson, Gholsonville, Va., druggist, writes: "Your One Minute Cough Cure gives perfect satisfaction. the machinsts employed in their shops My customers say it is the best remedy

for coughs, colds, throat, and lung troubles." - Godbe-Pitts Drug Co., corner First South and Main streets. Whosoever has suffered from piles how pathful and troublesome TABLER'S BUCKEYE PILE

OINTMENT is guaranteed to cure piles. Price 50 cents in bottles. Tubes, 75 cents. Z. C. M. L.

which will

Prisoners Overpower Jailer and Make Their Escape-A Clever Ruse.

Preparing for Free Postal Delivery-Academy Contract Awarded-Davis-Clifton Wedding.

Special Correspondence.

Pocatello, Idaho, Jan. 11 .- Earl White is the contractor for the erection of a new \$2,500 residence on the corner of Seventh and Lewis street.

UNFORTUNATE SENT TO ASYLUM. On Wednesday last Mr. John Hoire was brought before the probate judge and County Physician Bean and Dr. C. N. Rooker, and adjudged insane, being afflicted with dementia of a harmless haracter, but unable to take care imself. His hands and feet are frozen from exposure. He will be sent to Blackfoot, where he will receive the best of treatment. He is a Dane, and cannot speak any English, and his con-

dition is altogether pitiable. ENTITLED TO FREE DELIVERY.

Postmaster Ball is in receipt a letter from Washington ig for proposals for build-furniture and fixtures necesasking 1152 sary for the elevation of the Pocatello office from a second to a first class postoffice, with free delivery. The busi-ness increased from \$6,800 to \$10,000 last year, and is still augmenting. A special agent will be here in a few days to inspect the premises and the city for the pestal authorities.

ACADEMY CONTRACT AWARDED. The contract for the Academy of Idaho, to cost \$25.00, was awarded Thurs-day to Chas, E. Weirman of Idaho Falls, for \$23,311.50, who gave a choice of four plans and figures accordingly. Three carloads of machinery for the

American Brewery, owned by the firm of Franklin, Hays & Fleigner, is on the way, and the brewery will soon be turned over by the contractors, who be-gan work last September.

DAVIS-CLIFTON WEDDING.

The announcement has been received t the wedding of our popular young sweler, W. B. Clifton, to Miss Bird ella, the accomplished daughter of Mr. und Mrs. E. C. Davis, at their home in Dayton, Wash., January 8. The happy couple are at home in Pocatello, and were serenaded by the O. S. L. band last night.

SENSATIONAL JAIL DELIVERY.

A successful jail delivery occurred (ast night when John Lee, John McCall, hert Crawford, James Burns and two Indians, six in all, cunningly got the upper hand of Guard John Priest, and ade their escape.

For some time past one of the prison-rs, who had been ailing, had received special care from the sheriff and his leputics. About one o'clock this mornng one of the prisoners called the night mard and said something was the mater with the sick man. The guard went o investigate after carefully locking he jail door behind him. As he came the machinists employed in their shops of strike this spring. Preparations for the strike are welt under way at the present time and un-less the companies agree to the terms determined by the members of the union the prospect is that the rapar-shops will be tied up. Announcement of the Intention of the machinists employed by the transpor-tation companies was made, says the Chronicel by Vice President Conlen of



fed representatives have been well re-ceived and as reports from local teritory portend a shortage of corn cat-le, indications are favorable for satisactory prices throughout the feeding

Receipts of hogs during the past week have been heavy so far as num-bers are concerned, but the average weight, 170 peunds, is the lightest ever recorded and, as compared with the weight of the number of hogs during the corresponding week a year ago, the terpresente weight shows on actual

ggregate weight shows an actual shortage of upwards of a million pounds of pork. The market has undergone some fluctuations but quotations as compared with a week ago show but little change. Prime heavy hogs sell at \$6.50 to \$6.55; medium and mixed weight packers at \$6.00 0to \$6.55; lights, under 200 pounds, at \$5.25 to \$6.25 and pigs at \$4.25 to \$5.25. The sheep market has been very aca state and a state and a state state of the

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