How to Order a Special And What the Train Costs

That whitsing special? It speeds by | If you can only get me there in time. five a winged thing-only much faster -leaving a trail of smoke behind like a heavy rolling thunder sloud. That train has a clear right of way on the track, and casts enough, during its brief existence, to make the trip a doon times in the regular way.

There is something testimating about nalms acreway, and about special ening in particular. In order to place special train on any line of railroad as much in the first place, convince is pullroad nonnegenerit that the nec-ulty for the train exists, in the sec-tion of the train exists. business and ever pay for your that arts, all, the details of the You want

a crew locally. You want operated train for some pur-rin between Salt Lake and into the regular train have to be made by the a single special train; e nine or ten regular passed is daily each way, on the Ore-i Line between Salt Lake City n, and you want to go over Line with your special. This inting freight trains, and all there is something doing on fe por counting frequit trains, and all day long there is something floring or verse every part of the line lying in the 27-mile interval between skilt Laks and the Junction City. For the special all these trains would have to be dis-placed, or such of them, at least, as would conflict with the counting time of the proposed flyer. Limited trans-continential trains on route would have to seek shelter on sidings, and lumber-ing freights would perhaps have to be called off altogether for the space of an hour, necessary to make the run for the special. The time is not long, but in the stopping and starting of a train, it means considerable, especial train-price and the for your presences in Ogder, of moment enough to instify you in expending full for the special train. (vost's MONEY TO TRAVEL.

COSTS MONEY TO TRAVEL

As stated, all these things taken into consideration, the Short Line will fur-nish you with a special between Saft Lake and Oxdon, for \$1.50 per mile acts ways. This means twice 27 miles -the distance between the towns-and with the number small, which act aver -the distance between the towns-and half the number again, which set over into dollars, means \$111 for the round trip. They will put you in Ogden in several minutes less than an hore. If need he, for will a clear track and the momey in, the coffers there is nothing to hinder the train going at a speed heretofore unleard of on western lines. Therefore, if a fortune is depending on your getting into Og-den one of these days within the space of 45 minutes, just drop a note to "Dan" and he, like Dollinger, the pilot man, will see you through. will see you through.

TO GREEN RIVER, FOR INSTANCE Then takes another trip per special Say you are called to Green River, on the Rio Grande. Twenty thousand dollars depends on your getting into Greet River in five or six hours. You go about getting the train in just the paine way, only it is Col. Benjion down at the Rio Grande office that you have to deal with this time. And the colonel is Johany on the spot with the traine, all right. A conversation something all right. A conversation something like this will follow your request for a special train from Col. Benton: "Where do you want to go?" asks the colored

To Green River.

"That is 167 miles distant," says the colonel, "It will cost you \$1.59 per mile both ways, for the train. You can stand that?"

Can you do it?" "You leave that to the Rio Grande." any a the coloned with a knowing nod and smile, "the money is the main thing. The cost of the train with beggage car and single couch, will be \$562. Or comme you want a Pullman costch, as you are going in the night?" PULLMAN'S COME HIGH.

'Tes." you answer, hapily knowing

"Tes" you answer, hapilly knowing whether you really want a Pullmain or nor, but as you have the money, it will make things more confortable. "Well," says the polonel, as he fig-ures, "there are 24 sections in a Pul-man, containing it berths, and a dress, ing room. The terths will cost you 12 spices, or 14 per section, and with the drawing room constel in, your Pull-man will fighte item like that?" "Oh noi a mere trike. Is that all" "Well, you will probably wont a did-ing your along, as the stops will be few

ing car along, as the stops will be few and far between, and that country is not prepared on such shart notice to contertain you. In the style in which you will be traveling. So take along a

diner, and be sure. "All right, the diner goes," you say, "only hours. I've got to be in Green River before 7 o'clock in the morning." "Counting up," says the colonet, "The diner roquires \$50 for each meal, as a minimum guarantee. You will be five hours going, two hours there, we'll say, and five hours returning. That will be 12 hours an route, or one whole day. Thuse meals user day will being your. Three meals per day will bring your dining car bill up to \$180, making a total cost for the train \$940, which, with

total cost for the train 5949, which, with liberal tips to the porters and whitem, etc., will clean up pretty well a \$1,-000 hill for the train complete. Do you want it ??" Of course you say yes, or you wouldn't have been there, and go deep down in your pockets for the fibousand. The stake is great, and you must have its trias. for you must have The trian, for you make 20 to 1 if you can get to Green River in the time specified. Well, with the money in the till, the Rio Grande will get you into Green River, all right, or into any other place along their line under the sam proposition. The railroads are wonder in their way, and have saved many fortune, sometimes a life-by usin remainces in the way of specia

Palas. WORLD'S RECORD.

A notable case in point, and in which he world's record for long distance fas

A notable case in point, and in which the world's record for long distance fast running of a special train is claimed by the Chicago, Bartington & Quincy rail-road, was that of the Mayham special, in which 1,025 miles between Chicago and Denver were covered in 1007 min-utes, in the year 1897. The journey was made in the dead of winter, at less than an hour's notice, and under climatic conditions that left much to be desired. But the object at stake was a human life-that of the son of Mr. Henry J. Mayham, upon whose order the special was run, and who was the train's only passenger. His son hay dying in Denver, and he was in Chicago. The Burlington off-cials guaranteed to get him into Den-ver in 24 hours. The time actually consumed was its bours and 55 minutes; or allowing for stops, the actual runconsumed was is hours and as minutes; or allowing for stops, the actual run-ning time was 17 hours and 27 minutes, an average of 584 miles an hour. The Furthurton people had five hours and seven minutes to spare in their guaran-

tee to Mr. Mayham. From the moment the train left Chi-cago until it rolled into the Denver depot the special experienced no delay worthy of the name. It tore scross Illipois, Iowa, Nobraska and Colorado like a writiwind, frequently attaining a speed of upwards of 20 miles an hour, and averaging 60 miles an hour for stretches of more than 100 miles at a lime. The fastest running is he-lieved to have been made between Yuee to Mr. Mayham. th ways, for the train. You can lieved to have been made between Yu-and that?" Dh, yes, ready: cost is no object, of 76 miles an hour was maintained

CUTICURA CURED CHIEF OF POLICE

Canadian Officer Poisoned by Weeds -Eczema Developed and Legs Became Scaly-Ankles were Very Sore and Itchy - For Weeks He Could Not Wear Shoes.

FREED FROM ITCHING BY CUTICURA REMEDIES

"I have been successfully curved of dry ecsema. I was inspecting the re-moval of nextents weeds, it being part of my duty, from the edge of a river and was constantly in the dust from the weeds. At night I shock out my trou-sers and cleansed my limbs, but folt a priority sensation. I paid no attention to it for two years, but I noticed a neum on my legs like fish scales. I could sore and began getting two running arcs, My anticed new to be too itchy and sores. My anticed were all sore and neably and I could not wear shoes. I had to use carpet and feit slippers for weeks, I was then on particular police duty and was compelied to be so duty. I got a cake of the Cuticura Sonn and some Cuticura O intment. In less than ten days I could not was free from the con-founded itching. I tell you frankly if the time, I was free from the on-founded itching. I tell you frankly doctors called a bad leg. Capt. George P. Blas, Chief of Police, Morris, Man-toba, Mar. 20, 1907, and Sept. 24, 1908." toba, Mar. 20, 1907, and Sept. 24, 1908."

For Baby's Bath Cuticura Soap has Become the

Mothers' Favorite.



ccalp. Guaranteed absolutely pare. Contemportanteed absolutely pare. Contemportanteed absolutely pare. Contemportanteed active solution of the solid perior Landon 27 Chartentonies Sol. Paris, 8 Rus de la Pair, Australia, IL Towns & O. Sydney; So Arrica Lemon, 144, Cape Town etc., D.B.A. Power Drug & Chem. Corp., Sole Proys., Moston.

for 12.7 miles. This speed, was sur-passed again and again for short dis-tances. Three times at least, it is said, the indicator in the engine cab showed a rate of progress of 85, and once of 92 miles an hour.

22 miles an hour. Nine locomotives, seven engineers, seven firemen, six train crews, and a small army of superintendents, train-masters, dispatchers, operators and trackmen shared in the giory of the famous Burlington run.

ote" as it was called at the time. The run was made on the lines of the Santa Fe, between Los Angeles and Chicago, and was made at the instance of Walter Scott, or "Death Valley Scotty" of recent western speciacular fame. This reall consisted of an an-gine, biograge car, diotug car and Pulliman skeeping car, and weighed 170 tons. The train loft Los Angeles as 1 o'clock on the afternoon of July 3, 1905 and after crossing over a distance of 2,265 miles, pulled into the Destroyan station at Chicago at 11:54 on the for-neon of Tuesday, July 11, having made the run in 44 hours and 54 minutes. Ac-cording to the officials of the Sania

GENERAL NEVIUS WI ATTEND UTAH MEETING

Commander of the Grand Army Arranges His Trip to Include The Gathering.

According to the latest arrangements o the program of Henry M. Nevius, ommander-in-chief of the thand Aring of the Republic, he will be able

to carry out his original program of visiting Null Lake on the accasion of the availad encampment of the Utah epartment of G. A. R. after visiting Los Augeles for the state oncampiest of the department of Collfornia. Coi. Sterrett, executive director of the forty-third annual eneminpment, to be held in this city next August, has received word from Commander Nevius that he will arrive in Salt Lake on April 24. Instead of April 26, as pel April 24, instead of April 26, as per prior program, and from here be will go immediately to Los Angeles, where he will be present at the reception ten-dered Admiral Robby D. Evans April 27, after which he will return to Sait Lake in time to attend the Utah en-emponent on April 29, Col. Sterrett will accompany blue to Los Angeles. The Utah department is planning to give Commander Nevius a running re-ception upon his arrival in this city. Col. R. G. Sisater, department com-mander, is busy making preparations for the event.

for the event Among the events in the way of pro-paration for the encampment, was the G. A. R. buil given het evening in Armory hall, to raise. funds for defraying expenses of the encomp-ment. The ball was increasful from every point of view, fully 200 persons attending. Large delegations from the George B. Maxwell and James B. Me-Kean posts, the two organizations of ariending, Large designificits from the George R. Mixwell and James B. Mo-Kean posts, the two organizations of the Women's Relief corps, ladles of the G. A. R., Sons of Veterans, Daughters of Veterans, Spanish War Veterans, and Association of Army Nurses. Prominent among those pres-ent wore Col. R. G. Sleafer, department commander of Utah; Col. M. M. Kaighn, past department commander; Col. George B. Squires, Mrs. Louisa, Winegar, president of the Women's Relief Corps; Mrs. Hearfetta Harsh, president of the Ladles of the G. A. R. Mrs. A. B. Lawrence, president of the Daughters of Veterans, Mrs. Mary Lacey of the Association of Army Nurses; Thomas B. Sleater, depart-ment commander of the Spanish War Veterans; Capt. P. Edward Connor of the Sons of Veterans.

BUS PASSENGERS

W. H. Philbrick, of American Falls, daho, is a guest at the Kenyon. Mr. Philbrick, is one of the leading merchants of the town on the Snake chants of the town on the Snake river, and was a representative in the last session of the legislature from Bingham county. He is enthusiastic for the future of his particular por-tion of the Gem sinte, and asys that thousands of acres of dry farming lands are being brought under culti-vation. Nearly 100 families from the Dakotas and Minnesota have gone in there this vent, and according to Mr. Dakotas and Minnesota have gone in there this year, and according to Mr. Philbrick dry farming produces crops that are unfailing and are a constant inducement to agricultural immigra-tion, Five years ago American Balls was not an inviting spot, and today Mr. Philbrick says it is the center of 100,000 acress of fartil dry farming land, largely under cultivation: the town has a gravity water system, fire department, handsome town hall, and most of the adjuncts of an up-to-date western town.

A. C. Hobart of Guayaquill, Ecnador is at the Cullen. Mr. Hobart, is a pleasant gentleman of elderly appear-ance, and he speaks well of the little country in South America lodged be-tween the Ropublic of Columbia on the north of Peru on the south. He states the country is rich in mineral resource and timber, and that these sources of wealth have begun to help in the upbuilding of the country.

ber dealer of Denver, is at the Kunta-T. B. Kelley, a leading real estate dealer of Waureka, Oklahoma, and wife are guests at the Kenyon.

F. F. Sharpless and R. C. Williams of the United States army, have ar-rived from Naw York and are regis-tered at the Wilson.

W. O. Scholefield of Liverpool, Eng-land, is a guest at the Cullen.



estimated that James A. Patten, the Chicago grain operator, cleared a profit of \$5,000,000 in the first five days of his big wheat campaign. Parten was able to sell about 6,000,000 hashels of May wheat at \$1.20 to \$1.28 which cost him \$1.04 a few months ago.

JOAN OF ARC.

Final Ceremony of Beatification Will Take Place Next Sunday.

Rome, April 15 - The final cerement the beatification of Joan of Arc. a take place at St. Peter's next Sunday. The mass will be celebrated by the bishop of Orleans and the decree of Dishop of Orieans and the decree of beatification will be read during the services. Following this announcement the pope will descend to the Ensilica to venerate the portrait of the maid. After April 15, Joan of Arc may be publicly venerated and altars may be erected to her in churches. The pope shortly will publish a decree proclaim-ing the Maid Protestores of Catholic

ng the Maid Protectoress of Catholic France. Trains bearing pligrims to attend the

coremonies are arriving here. No loss than 60 French bishops and a total of 40,000 pligrims are expected in Rome by Sunday

PATHFINDER AUTO LEAVES CHEYENNE

(Special to the "News.")

Cheyenne, April 15 .- The pathfinder car of the ocean to ocean automobile con-test left here for the west at 10:15 o'clock foday. A stop will be made at Laramie tonight. The car, which is in charge of Mr. Reddington, will follow as nearly as possible the ronte previously outlined. Granger and Ogden will be touched, thence westward to the const.



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At cut rates to all paid-up subscrib. era of the Saturday or Semi-Wesky news, only \$2.50, at our office, Postage 75 cents extra.

Imagine a man so low with kidney decase that he had to sit up night and being unable to lay in his bed or stand on his feet. Yet such was the final condition of W. R. Marquis, the well-known buainess man of Bartow, Fla. He want to a sanitarium in Morophis, where he was attended by three phy-sitians. They mays up the case and advised that he go home. The his return he heard of and sent or the new emolent treatment. The fourth week the heart and drones by began to mend, and the fourth month by began to mend, and the fourth month by the returness, and he permits the returness. In this reference. No matter what kidney disease is called—whether kidney trouble, Ne-phritic or Bright's Disease—It is inflam-mation of the kidneys, and as the old-time fullic kidneys, and as the old-time fullic kidney medicines are kid-ney excitants, you can see why they failed in his case as they have in yours. Pultan's Renal Compound is the first successful Renal condition thus reducing Renal inflammation, and kidney disease is now curable for the first time. Even serious supposed incurable forms yield us above. this personation IN above.

A HARD CASE

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The a man who can't see good in any person of thing. It's a habit caused by a disordered liver. If you find that you are beginning to see throas through blue spectacles, treat your liver to a good clanning out process with Ballard's Her-bine. A sure cure for constinuin, dys-pepsis, indigention, size headache, bill-ourness, all liver, stomach and howel troubles. Sold by Z. C. M. I. Drug Dept., 112 and 114 South Main Street. B



We are showing new models in Tim Pumps, Ankle Stran Pomps, Sleppy and dainty Footwear of all mote New leathers in Tans, Wives, Che colate, Oxblood, Bronze, new celar In Suedo leathers new trimmlogs and ornaments. Cuban of Frend heets, with short vamps. Every size and width.

Our Spring Creations

Aren't they sweet?" etc.

Oxfords, Pumps and Slippers form

great attraction for Women these

We frequently hear such expresdone as "Aren't thus handamen?



SCOTTY'S SPECIAL. Another and more spectroular run of a special train," was that of the "Scott special" or Death Valley Coy-ote" as it was called at the time. The

and after crossing over a distance of

Fe road, the record stands unmaralleled Fe road, the record stands unparalleled. This best previous run between these points had been made by the Lowo special over the same road in August, 1905, which covered the distance in 52 hours and 49 minutes, but that train ran westbound and carried only a bag-gage and Pullman car. The best record on the earthened you was made by the





One million women simply detest washing dishes because they have not yet found the right way

If you were compelled to do all your housework in the way your mother did before you, it would be almost unbearable.

And still many women cling to the ancient soap route when washing dishes.

There's a better way, an easier way, a safer way.

GOLD DUST added to your dish-water will make your dishes whiter and cleaner than they ever can be made without it. That's the better way.

GOLD DUST, unlike soap, cleans more than the surface. It goes deep after germs and hidden food particles, and sterilizes everything it touches. That's the safer way.

GOLD DUST does all the hard part of the task without R your assistance, because it 💙 begins to dissolve and clean the moment it touches the water. That's the easier way.

- The second in the second state and the second state in the second state of the secon

Lat the GOLD DURF Plain Made by THE N. K. FAIRBANK COMPANY Makers of FAIRY SOAP, the oval cake.



gage and rinnian car. The best record on the enabound run was made by the Peacock special, in March, 1960, Los Angeles to Chicago, in 57 hours and 55 minutes, carrying a Pullman sleeping car and a buffet smoking car. SPECIAL COST \$5,590.

SPECIAL COST \$5,500. The "Scott special" cost \$5,500. He specified that the Santa Fe land him in Chicago within 46 hours from the time they should start from Los An-geles. This they agreed to do, and had i hour and 6 minutes to the good upon the strival of the train at Dearborn station. There were only four passen-gers on the train, consisting of Mr. and Mrs Walter Scott, C. E. Van Loan, a newspaperman, and Frank Newroa Holman, who went along to write up the trip for the railroad. On the famous run of the Smitt party, is becomotives were need, as many of-sineers and flerenen. It conductors, and numerous operating assistants all slong the time. The spacial traversed right at remarkatic clips of defored time, hough the average for the entire di-tainee was 50.4 mises per fuor. But at times the train minimalized a speed for 300 miles of a mile in every 50 seconds.

inness the train maintailined a speer for 300 follows of a units in every 50 extends. In places 85 and 20 miles an hour was made. On the next in the last isp, from Fort Madison to Chillicothe, illinois, the engineer whipped off the 165 miles of the run in 101 minutes. At one place the train made the scenario of the test The run in 101 minutes. At once place the train made the remarkable speed of the run in 101 minutes. At once place the train made the remarkable speed of 09 miles an hour. This was between the stations of Canceron and Sarroy, in Edinois. This rate was kept up for 28 miles, with Engineer Longe at the throttle. "Souty" dimised into the en-gine cab at different points, and holp-ed the firstman shoved coal into the run-nage. On the fast lap, between Undi-cothe and Chicago, the distance of 228 miles was made in 280 minutes, nat-withstanding a loss of sine minutes in that distance in two stops. The run of this ane-fail roads the many of "Death Valley Scotty" in-mous the continent over. He had no remost for making the irds, excess the fact that he wanted in "beat time" of the railroad. He succeeded and the trip has become one of the running "special runs" of the country, showing what a railroad can do, in case of e-considy. In the matter of running fast rentes.

sailty, In the matter of running fas

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MOFFATT PASSENGERS LAND AT SULPHUR SPRINGS

Danser, April 15-All but seven of the s namenaers of the anomhound Denver. Sorthweaters & Pacific train, which nor been stalled for several days as Condu-the point of which the road crosses the continental divide, were safely landed at Subject Springs has used subject and a subject with the second se