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What is more invigorating during these warm days than a ride on an open electric car? Try it early any morning or after your work in the evening; and then if you wish a home, buy in Forest Dale. By doing so you can enjoy the canyon breeze, and still be near your work. Can have water belonging to yourself piped to your door and still not pay city taxes. Can have the benefit of good schools, and of pleasant associations, and yet have none of the smoke and discomfort of residence in a city.

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DESERET EVENING NEWS.

TO ALBERTA.

Andrew Jenson's Travels in Montana and Canada.

HISTORICAL AND DESCRIPTIVE.

Account of a Journey From Butte to Cardston.

CARDSTON, Alberta, Canada,
October 16, 1894.

Editor Deseret News:

On the 11th inst. I left Butte, Montana, to continue my journey toward the British Dominion. Proceeding by rail up a steep grade, and winding through canyons and gulches, the summit of the Rocky Mountains is reached at a point about seven miles from Butte, and we are once more on the headwaters of one of the Missouri river tributaries. The descent to Boulder City, 28 miles from Butte is made very interesting by the grand mountain scenery which abounds along the route of travel. Below Boulder City we pass through a tunnel 6,110 feet long which penetrates the heart of a granite mountain, which when the railroad was built, stood right in the way and seemed to defy further progress; but the engineering skill of the nineteenth century soon solved the problem. Men experienced in the use of drill and powder, were set to work, one gang at each side of the mountain, and though it took months of patient toil and hard labor to make the hole through, the task was at length completed. But not without the loss of life. As the gang of men were about to meet in the heart of the rocky giant a blast which was put in by the men on one side ignited unexpectedly a drill put in from the opposite side, and the result was that several laborers were killed outright and others were crippled for life.

Continuing our course down through a succession of mountain gorges and picturesque canyons, we soon reached what is called Prickley Pear valley in which Helena, the temporary capital is situated, seventy-three miles from Butte.

Helena, the temporary capital of Montana, is the largest town of importance in the state. It is called both the "Golden City" and the "Queen of the Rockies." Like Salt Lake City it is a city of homes, though it originally was a rough mining camp. The city lies in the embrace of the mountains, sitting right at the base of "grand old Mount Helena, whose Vesuvius-like cone pierces the clouds at an altitude of 5,000 feet above sea level." The altitude of the city nestling at its northern base is 4,250 feet. From this mountain a chain of smaller hills with thickly wooded slope skirt the city on the south. On the north and east the grandeur and extent of the view make up for the propinquity of the hills to the south. Stretching away from her feet to the Missouri river, some fifteen miles distant, lies the beautiful Prickley Pear valley, which, viewed from one of Helena's handsome residences, seems but an exaggerated park. It is in reality an extensive basin, but in the clear atmosphere it proportions are apparently diminished. One of the main attractions around Helena are the so-called Broad water Hot Springs, a health resort about two miles from the city, which is claimed to be one of the finest bathing resorts in the world. The city also affords one of the finest public libraries in the West. It contains 8,000 volumes, was opened August 7, 1890, and is supported by a direct tax of ½ mill on the dollar. The older part of the town is situated in the mouth of a canyon, along which the main street winds its way; the more modern part includes the most handsome residences which are perched upon the hillsides and out upon the prairie along the foot of the mountains; twenty-three miles of electric railway connect the different parts of the city.

The story of Helena's origin and foundation is a page of pioneer history full of stirring event and suggestiveness. She dates her existence as a settlement from the year 1864, when the hunt for gold had already brought thousands of fortune-seekers to the placers of Montana, which in that year was cut off from the territory of Idaho and given a name and government of its own. Placer mining was the great industry of the country and already extensive operations were carried on at various diggings. As these places, however, were overrun with gold hunters, prospecting for new mines was constantly going on and almost daily men left the settlements in search for the deposits of the precious metal. On such an errand a miner by the name of John Cowan started early in 1864 with a party of men for the Kootenai country in British Columbia, where it was known that gold fields existed; but on account of Indian troubles he was forced to turn back towards the Montana settlements. The party prospected almost every foot of the ground on the return trip without finding anything in the way of "pay dirt." Weary, disheartened and almost despairing, the party, on July 14th, 1864, camped upon the present site of Helena for another trial with the pick, shovel and pan. Mr. Cowan remarking that this was the last chance for a discovery. The auriferous gravel "panned out" well; further prospecting showed the existence of "pay dirt," and Cowan and party took out considerable gold. News of the discovery spread and in a month's time people began to flock to "Last Chance Gulch." The "camp" grew as only mining camps can grow, and in the following October it had assumed such "metropolitan proportions" that a meeting of miners was called to give it a name. The meeting was held in a log cabin October 30, 1864, when the name Helena was given to the new town, and a committee appointed to fix the size of town lots. Thus, in three months from the time gold was discovered in Last Chance gulch, Helena was born, christened and well started on the road to commercial importance.

In 1883, when Helena first became a railway town through the advent of the Northern Pacific railway, the place contained 4,000 inhabitants. In 1890, according to the U. S. census it had 13,834, while Butte, the next largest city in Montana, had 10,723.

From Helena I continued my journey to Great Falls. Going up Prickly Pear canyon, we soon crossed another "divide," and then following Wolf Creek through a picturesque canyon we reached the Missouri river which even up here is quite a large stream. In fact, I imagined that I saw more water in it right here before it leaves the mountains than the volume which passes Kansas City, Missouri, about 2,000 miles further down stream, when I visited that place about a year ago. From the mouth of Wolf Creek the railway follows the left bank of the river through a succession of beautiful canyons until the open country—the almost endless plains—are reached a short distance above the growing town of Cascade, where a fine iron bridge spans the river. From that point the distance to Great Falls City is thirty miles, which is reached after crossing the Sun river and then the Missouri on fine iron bridges.

Great Falls is situated on the right bank of the Missouri river, and has a population of nearly 1,200. Five railroads are contributory to it. The facilities for water power here are unequalled in the United States. Within a distance of twelve miles, the Missouri drops 512 feet over perpendicular falls and cascades. The Black Eagle Falls, about two miles east of the city, have already been improved for water-power purposes at a cost of $275,000. Close to these falls a spring bursts from the bank twenty feet above the water in volume sufficient to make a stream 200 feet wide and five feet deep. Rainbow Falls, the prettiest of the series of falls, has a drop of fully fifty feet, and ranks next to the Great Falls, where the mighty stream leaps ninety feet. Unlike the turbid river it becomes in the prairie states the water of the Missouri here is clear. Opposite the city of Great Falls, the river has a width of 2,000 feet, but narrows to 1,000 feet half a mile below, preparatory to the first leap in the series of falls.

Great Falls City is 1,082 miles from St. Paul, Minnesota, and 98 miles from Helena, Montana. It is virtually a city of the prairies.

On the evening of October 11th, I recrossed the Missouri river in a carriage to the depot of the Great Falls & Canada Railway, where I boarded a car in a very slow-going train, and after traveling all night, we arrived at the international boundary at 7:30 a. m. the next morning. On the line is a small station called by some the "Twin city;" it consists of two or three houses, in which the only one of importance is the long one-story custom house; the south end of this plain building is situated in the United States and the north end in Canada, separated from a liberty pole on the south end where the "stars and stripes," while the English "Jack" is unfolded to the breeze from a similar pole placed on the north end of the building. Mr. Ernest Ringwall, a young and courteous gentleman, (so far as our train was concerned) on the American side of the house, while F. Caudle, one of ... Canadian ... custom house officer on the part of the British government. Nothing brought along by any of the passengers was subject to duty except an old gun, which a young German traveled with him, and which he shrewdly had stuck under the seat in the car, undoubtedly with an eye to avoiding the payment of duty. But the keen eye of the "uniformed" Canadian discovered it on his second trip through the car; and the owner was invited to follow Mr. Caudle into his office. Quite an interesting conversation followed in regard to the value of the old shooting iron which our traveling companion claimed he had bought in the old country; but he had no idea what such a gun would be worth in America. Finally the officer asked him if he would sell it for $10. The reply was "no." This fixed the amount of duty. On demand the young German, somewhat crestfallen, handed out $1.50 in silver, which was the duty put ad valorem, and was permitted to take his gun into the British possessions. But he was informed that when he returned, which he expected to do in a few weeks, there would be another duty to pay on the American side of the house.

From the "twin city" called Coutts by the Canadians and Sweet Grass station by the residents of Uncle Sam's domain, we continued the journey 67 miles farther to Lethbridge, which is just 200 miles from Great Falls.

Lethbridge is a coal mining town of about 2,000 inhabitants, situated near Belly river, on a rolling tract of prairie land, being the terminus of the narrow gauge road operated by the Alberta Railway and Coal company. It is 109 miles west of Medicine Hat on the Canadian Pacific railway, sixty-seven miles by rail from the international boundary line and 200 miles from Great Falls, Montana. The town has electric light, some very fine stores, a three-story brick opera house, several churches, telephone, library, reading room, etc. The principal industry is the coal mines, worked by the Alberta Railway and Coal company. There are also other coal mines in the vicinity.

In less than fifteen minutes after my arrival at Lethbridge I found one of our young brethren (Wm. Hazard) from Cardston with a team, ready to start for home. After sending a message per telephone to President C. O. Card, asking for a lighter conveyance to meet me on the road, I started out on the prairie with my young friend and traveled [illegible] miles, when we encamped for the night on the St. Mary's river, sleeping during the night in a miner's cabin belonging to a Mr. Hank, who lives with his Indian wife and a coal mine in that part of the country. His Indian spouse was quite intelligent and could talk pretty good English.

On Saturday morning (the 13th) when we got up and meant to hitch our wagon after sleeping in the log cabin we could not see our horses anywhere. As if anticipating the heavy load of coal which they were supposed to haul from Mr. Hank's coal mine to Cardston, they started for home with harness, but without wagon, passenger and coal. It coming a horse from our friend (Mr. Hank) Brother Hazard followed their trail and finally overtook them and brought them back to camp late in the forenoon. The next thing on the program was to get 3,000 pounds of coal on the wagon and start for Cardston. But in crossing a small bridge built over a little "coulee" (hollow) the horses shied to the right and one of the hind wheels missed the narrow structure and was not suspended in the air ready at any moment to precipitate the loaded wagon into the deep ravine. Sending for all the miners employed in the coal mine, all hands and the cook (Mr. Hank's Indian wife was also on the scene) we all worked like "good fellows" unloading and reloading the coal, until the horses, after much coaxing, concluded to pull out the almost empty wagon; and soon afterwards we went our way rejoicing. We might have fared worse, but if the bridge had been twelve inches wider, this accident would never have happened. It was one of those "pioneer affairs" which, like some mountain dugways, are just wide enough to let a wagon pass, provided the animals propelling the same keep the "tongue straight in the mouth," and sway not to the right nor to the left.

Soon after leaving the scene of our little adventure, Bishop John A. Woolf hove in sight, and a few minutes later I was transferred from the coal wagon to his light vehicle drawn by a pair of as fine and fleet-footed horses, perhaps, as the Mormon colonies in Alberta afford. Before sundown, we reached Cardston, 64½ miles by actual measurement from Lethbridge. Of this distance I traveled about thirty miles in four hours with the Bishop.

For the benefit of those who in the future may want to make "pilgrimages" to Alberta, I will say that the distance from Salt Lake City to Cardston is 854 miles, namely: From Salt Lake to Butte (over the Union Pacific railway), 420 miles; from Butte to Great Falls (over the Great Northern railway), 172 miles; from Great Falls to Lethbridge (via the Alberta Railway Co.'s road), 200 miles; and from Lethbridge to Cardston (by team), 64½ miles.

ANDREW JENSON.

Funeral of Mrs. John James.

All that was mortal of Mrs. John James was laid to rest in the city cemetery yesterday afternoon amidst the weeping of grief stricken friends. The services were held in the Twentieth ward meeting house and were conducted by George Romney, Bishop. The speakers, Elders George G. Bywater, D. R. Gill, Elias Morris, W. S. Williams and Walter Lewis, spoke feelingly and praiseworthily of the many virtues of the deceased, and prayed that that comfort and consolation might come to her bereaved husband and motherless children. A quartette consisting of Messrs. J. D. Spencer, J. T. Dunbar, L. E. Harper and John Burleigh sang beautifully and sympathetically "Come Ye Disconsolate," "Oh Bury Thy Sorrow," and "We shall meet by the River." There were numerous handsome floral tributes and a large attendance of sympathizing and sorrowing friends.

Notice to Debtors of Teasdel & Sons.

To all debtors of Teasdel & Sons or S. P. Teasdel, take notice: You are requested to call immediately and settle your indebtedness to either of the above named parties, otherwise the said indebtedness will be placed in our attorneys' hands for collection.

J. E. DOOLY,
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Assignees.

Office, 128 Main Street, Salt Lake City, Utah, Oct. 26th, 1894.

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ABSOLUTELY PURE

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At No. 245 South Fourth East St., on Tuesday, Oct. 30th, at 10:30 a. m. Fine Oak Bedroom Set, Oak Folding Bed, Elegant extension Table, cost $50, Oak Center Tables, Oak Dining Chairs, fine lot of Rockers, Brussels and other Carpets, fine Oak Frame Bed Lounge, Pictures and Bric-a-brac, Stair and Hall Carpet, Lamps and Brass Tables, lot of Granite and Tin Ware, Wash Tubs, Base Burner and other Heaters, Cook Stove and Utensils and a lot of other useful articles.

K. A. ANDREWS,
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Through passenger trains, through freight trains, quick time, via the Chicago, Union Pacific and Northwestern line to the principal cities east of the Missouri River.

To Whom it May Concern.

Those bearing the name of Young or related to any Young families, who have any genealogical data or records of this family or name, would confer a great favor upon the Young Family Association, of Salt Lake City, Utah, by communicating with the assistant secretary of the association, in regard to general genealogical matters.

President Brigham Young's family came from Vermont, but are connected no doubt, with many others of the same name, both in America and Great Britain, and it is our desire to unite all the branches under one grand head for the purpose of clear and intelligent Temple work.

APOSTLE BRIGHAM YOUNG, Pres.
ELDER SEYMOUR B. YOUNG, V-Pres.
ELDER FRANKLIN W. YOUNG, "
ELDER S. B. YOUNG JR., Sec.

Address Seymour Young Geary, assistant secretary, Box 280 Provo, Utah.

AN OPINION GIVEN.

Recently Mr. J. D. Thomas, of North Dakota, visited the Shenandoah Valley, Virginia, and after carefully examining the country located in Winchester, he writes to Mr. V. Richards, Land and Immigration Agent, Baltimore & Ohio Railroad, Baltimore, Maryland, as follows: "I have been in nearly every state and territory of the United States, and am frank in my opinion that this valley surpasses all other sections in the Union. The lands are low in price, and produce profitable crops. I thank you for directing me here, and solicit those seeking pleasant and profitable homes to locate in this country."

Watch the [illegible] Larsen Bros., [illegible] South St. We serve the [illegible] from 12 to 6, but lunch, [illegible] New York counts, 20c half [illegible]

The direct line to Kansas City, St. Louis and Atlantic seaboard, is via the Missouri Pacific Railway, from Pueblo. Through sleeping and chair cars, and all connections made in Union depots in the day time. If you are going East and care for a day-light ride through the grandest scenery of the Rocky Mountains en route, see that your ticket reads via Missouri Pacific Railway. Elegant chair cars positively free to holders of regular train tickets.

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MOST PERFECT MADE.
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Burlington Route Dining Cars.

The Burlington route is the only line running dining cars on the "A la carte" plan, between Denver and Omaha, Kansas City and Chicago. Passengers have to pay only for what they eat. Be sure that your tickets read via the Burlington route.

In buying or selling Second-Hand Goods we recommend the I. X. L., 48 east, Second South. Goods wanted.

Get your Abstracts of Title at the County Recorder's office. They are made directly from the original records.

WALKER & CO.,
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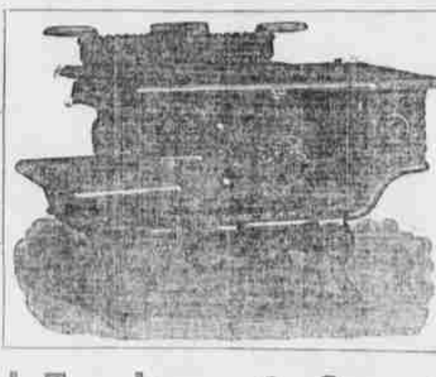

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