TAFT EXCORIATES ENGINEER WALLACE

Charges Him with Changing His Position Over Night "For Mere Lucre."

REQUESTS HIS RESIGNATION.

Secretary of War Highly Indignant—Tells Him He Has Lost an Opportunity to Achieve World Fame.

Washington, June 29.—Charging him with changing his position over night "for mere lucre," and with being influenced "solely by personal advantage," Secy. Taft in his conference in New York on June 26, with John F. Wallace, chief engineer of the Panama canal, after administering a severe rebuke to him, requested his resignation on the ground "that public interest requires that you tender your resignation this moment and turn over the records of your office to the chairman of the commission."

IMPORTANT STATEMENT.

This fact is disclosed in an important statement issued from the office of the secretary of war, which reviews the relations of Mr. Wallace with the war department and with the commission since the latter's reorganization last spring, quoting the several expressions of the chief engineer of his satisfaction with the entire arrangement and then gives practically a verbatim account of the conference between Secy. Taft and Mr. Wallace in New York, which concluded with the suggestion by the secretary of Mr. Wallace's resignation.

PRESIDENT APPROVES.

The statement issued tonight concludes with the president's letter to Mr. Wallace, dated Cambridge, Mass., June 28, which reads:

"Your resignation as a member and chief engineer of the isthmian canal commission, tendered in accordance with the request of Secy. Taft, which request under the circumstances has my entire approval, is hereby accepted to take effect immediately.

"Very truly yours,

"THEODORE ROOSEVELT."

The statement shows that Mr. Wallace made no complaint against any of his associates.

Secy. Taft returned to Washington today and at once went to his house, where he summoned Mr. Shonts, chairman of the Panama canal commission, and William Nelson Cromwell, counsel for the commission. They at once entered upon the preparation of the statement, which was not ready for publication until late tonight, the secretary meantime talking with the president over the long distance telephone at Oyster Bay. The statement was issued by direction of the president, its main features having been agreed upon when Mr. Taft saw the president at Harvard earlier in the week.

TAFT BEGINS.

Secy. Taft begins with the statement of Mr. Wallace to Chairman Shonts immediately after the organization of the commission that he would be ready to accept the position of chief engineer at $25,000 per year, and a residence on the isthmus, and would enter on his duties June 1. When the reorganization of the commission was under consideration Mr. Wallace wrote to Secy. Taft suggesting that "if the president and yourself should decide at any time to reduce the commission to three members resident on the isthmus, the governor and the chief engineer should be members of this commission ex-officio," adding that "an organization of this kind, with the chairman of the commission resident in Washington to look after general and departmental matters would no doubt work satisfactorily and be much less cumbersome than the present one."

WALLACE ASKED INTERVIEW.

In March Mr. Wallace asked for a personal interview before any radical change in the governmental organization of the commission, disclaiming that he wished additional emoluments, "but simply that no condition of affairs be created which will necessarily interfere with my efficiency here."

Secy. Taft accordingly submitted to Mr. Wallace by cable the detailed plan of reorganization of the commission, and received this reply by cable:

"Plan excellent. Satisfactory. Gracias (thanks)."

The statement says Mr. Wallace expressed his unequivocal approval of the distribution of duties and powers as defined in the executive order, "especially those relating to the office of chief engineer," and during his subsequent stay of six weeks in the United States daily participated with his associates in carrying out the same. To the president and secretary of war and members of the commission he frequently expressed his unqualified approval and acceptance of the distribution of duties and powers as in the order embodied and particularly those relating to himself, which required the performance by him of the duties of constructive engineer on the isthmus.

CABLEGRAM TO TAFT.

Twelve days after his arrival on the isthmus Mr. Wallace sent the following cable to Secy. Taft:

"Important complicated business matters which cannot be arranged by correspondence and which may affect my relations as chief engineer of commission necessitate immediate return to the United States to confer with you and others. An order from you to return for official consultation will prevent apprehension on the part of the employes. Suggest Shonts remain until my arrival. Please answer."

REQUEST GRANTED.

Secy. Taft replied as follows:

"Secretary of war and Shonts, in accordance with your request and without knowledge of circumstances, approve your return for consultation with them at Washington."

Just before sailing Mr. Wallace wrote a letter to the secretary in which he referred to his intended visit to the United States, but gave no explanation of his personal plans. When they met in New York by appointment, the statement says, Mr. Wallace said part of the interview would be personal to himself and part would concern the general canal work on the isthmus, to which Secy. Taft agreed. The statement continues:

OFFER TO WALLACE.

"Mr. Wallace then said a few days before he sent the cable to the secretary he received a cable from prominent business men in New York asking if he would consider an offer to accept an important position in New York, and that he had cabled in reply that it was simply a question of terms and conditions, and that he had requested particulars; that the particulars came, and it proved to be a definite offer of a position as president of a large holding company, controlling several other corporations, with certain stock benefits and other advantages to himself, which with the salary, made it equivalent to $50,000 a year; that he did not at once accept the offer, but delayed it for a few days, in order to cable the secretary of war, during which the parties increased their proposal between ten and fifteen thousand dollars a year, making it equivalent to $60,000 or $65,000.

POSITION ATTRACTIVE.

"He stated that the position was an especially attractive one and such as he had only hoped to obtain after the completion of the canal, and thus only after years of further service on the isthmus; that the duties of the new position were especially agreeable and afforded opportunities to make money through investments; further, that the position was such a good one that he did not consider that he could decline it; that life on the isthmus was lonely and accompanied with risk to himself and wife and was another reason for accepting a better offer; but that his new duties would not require all of his attention for the next few months and that the parties had agreed that he could close up his canal work in the meantime, always provided it did not take him from New York to the isthmus. He referred to the president's order, appointing the original commission and in which the president had stated that the commission would hold office subject to the due fulfillment of their duties, and he stated that this made the office subject to termination by the president and that consequently he (Mr. Wallace) considered that the holder of the office had an equal right to retire from it at his option at any time.

WAS WILLING TO REPORT.

"Concluding, he stated that while he was thus severing his connection with the canal work he was willing to make up his annual report and he would, if desired by the government, continue to serve as a commissioner, but not as chief engineer in charge of the constructive work of the canal.

"Mr. Wallace said that this was all he cared to say in regard to his personal relation to the work, and that he would then proceed to discuss generally the conditions on the isthmus if the secretary desired it. Mr. Taft said he wished Mr. Wallace would continue his general statement. Mr. Wallace followed his personal statement with a discussion lasting half an hour regarding conditions on the isthmus and the work on the canal. When he finished Mr. Taft thus addressed him:

TAFT INEXPRESSIBLY DISAPPOINTED.

"Mr. Walace, I am inexpressibly disappointed, not only because you have taken this step, but because you seem so utterly insensible of the significance of your conduct. You come with the bald announcement that you quit your task at a critical moment, on the eve of important work and in the midst of reorganization plans under which you accepted your position, with your department unperfected in organization and when you know, too, that my public duties call me to the Philippines for several months. I must be allowed to remind you that when you were employed by the commission a little over a year ago you were only receiving $15,000 per annum under your former position, and that your salary was fixed at the sum demanded by yourself, $25,000. That was for constant service on the isthmus, the construction work was to be perfomed and your services were required. You knew the risks to yourself and to your family, if they went with you, in the work you assumed an obligation to do. If you had not desired the position you need not have sought or accepted it, but I understand that quite the contrary was the case. I can refer more positively to recent events within my knowledge. When the president found it necessary to make a reorganization of the former commission you were consulted in the frankest manner about every feature of the reorganization, and were encouraged freely to express your opinions. Indeed, your voluntary suggestions from the isthmus emboiled the proposal that you yourself be made a member of the commission and the chief engineer on the isthmus.'

SECRETARY ASTONISHED.

"The substance of the plan of reorganization as after embodied in the president's executive order of April 1, was cabled to you by me and you cabled me your fullest approval of it and your thanks, for it included the appointment of yourself as a commissioner, as you had solicited, and a member of the executive committee. The new plan of organization was warmly accepted by you and endorsed by you when you arrived in Washington and you expressed your hearty approval of it in the most unconstrained manner not only to the president and myself, but to members of the commission and its counsel and just before sailing for the isthmus you called upon us and voluntarily thanked me in the warmest terms for what had been done in the reorganization of the canal work and in the positions which had been given you. You co-operated for all these weeks in the work of reorganization and accepted the position assigned you under the president's order of April 1. The president and myself relied upon this fact in making up the plans, and the other members were selected with this in view. Now, within 12 days after your arrival upon the isthmus, you send me a cable which read in the light of what you say today, signifies your practical acceptance of an offer of another position inconsistent with the performance of your duties on the isthmus. I am astonished that you should be so disregardful of the splendid opportunities of the position which would have made you famous the world over by the honorable performance of your duties of chief engineer.

CHANGED FOR LUCRE.

"For mere lucre you change your position over night without thought of the embarrassing position in which you place your government, when the engineering forces on the isthmus are left without a real head and your department is not perfected in organization, when the advisory board of engineers is to assemble under call of the president within two months and when I am departing for the Philippines on public duty. All this you know as well as I know it, but it has not had the least influence upon your action—you have thought of yourself and yourself alone. I consider that by every principle of honor and duty you were bound to treat the subject differently. You have permitted the president and all of us to proceed in full confidence that you would perform the functions of chief engineer, and now in an hour you drop your great duties and throw them back upon us as if it were a matter of no consequence and all this for your personal advantage solely.

WALLACE'S IDEA OF DUTY.

"Mr. Wallace, I do not agree with your idea of your right, nor with your idea as to your duties. I do not agree that the president's original order giving him the right to discharge an unfaithful commissioner gave you the right to abandon your duties at a critical moment, but independent of that original order, you accepted the duties of chief engineer under the recent order of April 1, which was made in co-operation with you and to suit your views. More than this, your duty in the premises is not measured by your mere legal contractual rights. It should be measured by the high obligation of a public officer with a sacred allegiance to the government it should be his honor and his pleasure to serve. You were, therefore, in honor bound by all that has preceded to continue to perform your duties upon the isthmus until such time—a year at least—as would have afforded us reasonable opportunity to select a competent successor and prepare him for the great duties of that office.

"You make not the least complaint against your associates, superior or inferior (I know of no possible ground for any), you are influenced solely by your personal advantage.

MAKES PROFOUND MISTAKE.

"Great fame attached to your work, and also your equal responsibility, but now you desert them in an hour. Also from a standpoint of policy you are making a profound mistake. If you could withdraw from your new arrangements, which I do not suggest, I could have no confidence that you would not in the future repeat the same at a moment even more critical when the consequences might be even more embarrassing and injurious to the government.

"Under the circumstances, Mr. Wallace, and with great personal pain and disappointment, I am bound to say that I consider the public interest requires that you tender your resignation at this moment and turn over the records of your office to the chairman of the commission.'

WALLACE REPLIES.

"Mr. Wallace replied that he was deeply distrubed at the view taken by the secretary, that he had considered that he had a right to retire when he chose, but that he was desirous of talking it all over and making some arrangements whereby the government could use his services in some capacity.

TAFT'S ANSWER.

The secretary answered:

"Further talk is useless. I cannot dicker on such a grave subject. I have assumed that you had given this subject the greatest consideration and you have approached it deliberately and stated to me your action in set and definite terms. You have unmistakably announced that you purpose to accept a position so attractive that you could not possibly afford to decline it, and that you would not henceforth perform any duties for the government inconsistent with serving your new masters who require your constant presence in New York, and therefore that you could not and would not go back to Panama as chief engineer."

Mr. Wallace again stated "that he deeply regretted that the secretary's point of view was different from his own and said that he would send his resignation as soon as he got back to his hotel and would address it to the president through the secretary.

"While there is a difference between us," he added, "as to the point of view we take concerning my duty, I consider there can be no question that I have performed by full duty up to this hour."

The secretary replied that he did not consider that any man can divide such a duty up to any point where it suits him and to stop and then claim that he has fulfilled it "by merely performing it up to the point of his own selection. In my view a duty is an entirety and is not fulfilled unless wholly fulfilled."

His resignations as commissioner, chief engineer, general manager and director of the Panama railway were then submitted.

WALLACE'S SUCCESSOR.

It is expected that his successor as chief engineer may be announced in a few days. The commission is in communication with an engineer of distinguished ability who has been asked whether he will accept the position and an answer is expected from him probably tomorrow. Neither Secy. Taft nor Chairman Shonts would tonight indicate the identity of the one who has been offered the place.

WALLACE'S NEW POSITION.

New York, June 29.—The offer that induced Chief Engineer John F. Wallace to quit his post on the Panama canal came from the Interborough Rapid Transit company of this city, operating the elevated and subway lines and carries with it a salary of $40,000 a year.

WALLACE WILL REPLY.

New York, June 30.—A statement published today by the Times credited to a "confidential representative" of John F. Wallace, whose resignation as chief engineer of the Panama canal has just been accepted by the government, a declaration that when Mr. Wallace accepted the place it was his purpose to remain in charge of the construction of the Panama canal until its completion. The "confidential representative" declared that Mr. Wallace will soon present his side of the case to the public in a statement which will conclusively show that he was justified in tendering his resignation and will cause an investigation to be made.

THE VERY BEST EVER

WOMAN FINDS THIRTY POUNDS IN A BOX OF PILLS.

Regains Weight Lost Through Nervous Dyspepsia and Female Weakness. Saves a Relative, Too.

Ever since the discovery of radium and the manufacture of liquid air, people have been readier to believe that wonderful power can be stored in a very few grains of matter. The story given below shows that health and happiness for two women were rolled up in a few pellets which were bought at a drug store for a mere trifle.

"I never felt better in my life than I do now," Mrs. Wager has been recently saying to all her acquaintances, "and yet only two years ago I was all run down. I had lost thirty pounds of my regular weight, and I was suffering all the time from a nervous disorder in my stomach and from other troubles peculiar to women."

"How did you bring about such a change in yourself, Mrs. Wager?" every one asks, in astonishment.

"Dr. Williams' Pink Pills did it all. Some friends told me that these pills would help me, long before I was willing to try them. It seemed altogether too much to believe, I was then so weak and miserable. Finally I did try them, but without any confidence whatever that they would cure me. I took them, in fact, first to satisfy my friends, and at first it looked as if the trial would end in a dead failure. My friends urged patience until my system should be brought fully under the influence of the remedy. The surprise came just as I was finishing the fourth box. Then the good that they had been quietly doing all the time began to show itself clearly. I kept on using them a while longer, and grew better every day until I was entirely cured. I now weigh 160 pounds and tell everyone who is run down to take Dr. Williams' Pink Pills."

"Do you know of anyone who has followed your advice with good results?"

"Yes, I do. My brother's wife was very miserable. She was so weak that she would faint when she was just sitting on a chair doing nothing. Her body was full of rheumatism. I urged her to take Dr. Williams' Pink Pills and she finally did so. She has used only a few boxes, but she says that she already feels like a new woman. She does all her household work, and she looks as if she felt as well as she says she is. I am so glad that I have found a medicine that will do all that it claims."

Mrs. Louise Wager lives at No. 11 Byron street, Wakefield, Mass. Dr. Williams' Pink Pills are a prompt and thorough remedy for all diseases of the blood and nerves. They tone up every nerve in the body. They drive out of the blood the poison that causes rheumatism. They strengthen the stomach and make digestion thorough and comfortable. They are particularly suited to the special requirements of the delicate organism of women, correcting all irregularities and making healthy complexions and lively spirits.

One of the best things about these pills is the fact that they do not contain the slightest trace of any harmful drug. While they are overcoming disease they are building up general conditions of good health. They are sold by all druggists.

TEA

Why don't we advertise coffee?

We do; in the Knowledge Book.

That Tired Feeling!

If you are languid, depressed and incapable for work, it indicates that your liver is out of order. Herbine will assist nature to throw off headaches, rheumatism and ailments akin to nervousness and restore the energies and vitality of sound and perfect health. J. J. Hubbard, Temple, Texas, writes, March 22, 1902: "I have used Herbine for the past two years. It has done me more good than all the doctors. When I feel bad and have that tired feeling, I take a dose of Herbine. It is the best medicine ever made for chills and fever." 50 cents a bottle. Sold by Z. C. M. I. Drug Dept. H

Hardie's Uintah Reservation Township Map and Guide, 15 cents coin, at book stores or 914 So. 2nd West St.

EXCURSION NORTH.

July 1st.

Via Oregon Short Line. Greatly reduced rates to principal northern Utah and Idaho points. See agents for full particulars. City Ticket Office 201 Main St.

PORTLAND EXCURSIONS

Via Oregon Short Line.

Salt Lake to Portland and return (direct) $31.50
Salt Lake to Portland and return (one way via San Francisco) 42.50
Salt Lake to Portland and return (one way via Los Angeles) 50.50

Tickets to Portland and return, direct, on sale daily from May 23th to September 30th, inclusive. Tickets reading one way via San Francisco or Los Angeles on sale June 1st, 2nd, 3rd and 7th, 12th, 14th, 15th, 16th, 20th, 24th 27th, 28th, 29th and 30th. All tickets good for stopovers and limited to 20 days from date of sale. Additional selling dates for tickets via San Francisco or Los Angeles quoted later.

City Ticket Office, 201 Main St.

St Louis to the Seashore Without Changing Cars. On "The N. E. A. Special,"

which will run solid to Asbury Park leaving St. Louis 10:00 a. m. Saturday July 1st, over Pennsylvania Lines direct route. Other excursion trains to Asbury Park June 29th, 30th, July 1st, 2d, via Baltimore, Washington, Philadelphia and New York. Learn all about them from Geo. T. Hull, District Agent, Denver, Colo., or J. M. Chesbrough, General Passenger Agent, 809 Century Building, St. Louis.

Gardner Daily Store News.

Keep this in mind, when you get ready to outfit yourself for the Fourth.

Don't allow your desires for a dressy appearance to be influenced by fancy prices.

For the highest prices don't always mean the highest qualities.

In order to be on the safe side, the thing to do is

Come here, where qualities extend from the finest made down as low as reliability is assured.

And prices for all are of the moderate sort.

Just two shopping days before the Fourth.

ONE PRICE.

J. P. GARDNER

136-138 MAIN ST.

THE QUALITY STORE

Young Bros. Co.
23 W. 1st South

In our fine new store we have a magnificent stock of pianos including the following well known makes:

Biasius, Benning, Crown & Packard.

We have a large stock of Sewing Machines, Wheeler & Wilson, Standard, Domestic, New Home and Household. A variety, giving the purchaser the advantage of careful comparison before buying.

Both Phones: Bell 3028 Ind. 1058

WHY HAVE BAD COFFEE IN CAMP?

A LEYSON COFFEE MACHINE is easily carried and makes perfect coffee in the mountains as well as in your city dining room. 'Phone 85 for the correct time.

Leysons JEWELERS. 256 MAIN ST. SALT LAKE CITY.

BOY WANTED!

A widow with a small farm wants to get a poor boy or an orphan to do chores and make it his home with good family; age about 12 years. H. Chugg, Farr West, R. F. D. No. 3, Ogden, Weber County.

Clayton Music Co.

Utah's Leading Music House,

109-111-13 Main Street.

SALT LAKE & LOS ANGELES RY.

Trains to Saltair Beach.

Time Table in Effect May 31st.

Leave Salt Lake.	Arrive Salt Lake.
No. 2 10:00 a.m.	No. 1 12:30 p.m.
No. 4 2:00 p.m.	No. 3 3:30 p.m.
No. 6 3:00 p. m.	No. 5 4:30 p.m.
No. 8 4:00 p.m.	No. 7 5:30 p. m.
No. 10 5:00 p.m.	No. 9 6:30 p.m.
No. 12 6:00 p.m.	No. 11 7:30 p.m.
No. 14 7:00 p.m.	No. 13 8:30 p.m.
No. 16 8:00 p.m.	No. 15 9:30 p.m.
No. 18 9:00 p.m.	No. 17 10:30 p.m.
No. 20 *10:00 p.m.	

*Sunday last train leaves Salt Lake at 9:00 p.m., and Saltair 10:00 p.m.

J. E. LANGFORD, Lessee.

"The Lagoon Road"

Simon Bamberger, Pres. and Gen. Mgr. A. D. Pierson, G. P. & T. Agt.

Time Table in Effect May 29th, 1905.

Leave Salt Lake—
6:30, 9:00, 11:00 a. m.; 2:00, 4:00, 6:00, 7:00, 8:00 p. m.

Leave Lagoon—
7:30, 10:00 a. m., 12 m., 3:00, 5:00, 7:00, 9:00, 10:30 p. m.

Extra Trains on Sundays and Holidays. Leave Salt Lake 3 and 3:00 p. m. Leave Lagoon, 4:00 and 6:00 p. m.

SAN PEDRO, LOS ANGELES and SALT LAKE R R CO.

SALT LAKE ROUTE

TIME TABLE Effective May 1st, 1905.

DEPART DAILY.

From Oregon short Line Depot, Salt Lake City.
No. 5—For Stockton & Tintic District ..... 7:45 a.m.
No. 33—For Provo, Mercur, Manti and Points on San Pete Valley ..... 8:00 a.m.
No. 31—For Provo, Nephi and Lyon ..... 3:00 p.m.
No. 1—For Los Angeles and Intermediate Points ..... 8:30 p.m.
No. 35—For Nephi and Intermediate Points ..... 11:30 p.m.

ARRIVE DAILY.

No. 2—From Los Angeles and Intermediate Points ..... 6:35 a.m.
No. 32—From Lyon, Provo and Intermediate Points ..... 9:50 a.m.
No. 36—From Manti, Nephi and Intermediate Points ..... 1:30 p.m.
No. 34—From Nephi, Provo and Intermediate Points ..... 5:40 p.m.
No. 6—From Tintic District and Intermediate Points ..... 8:00 p.m.

Standard Pullman Service Daily between Salt Lake, Milford, Caliente, Las Vegas and Los Angeles.

Direct Stage Connection for All Mining Districts in Southern Utah and Nevada including Bullfrog.

Telephones 1985. City Ticket Office No. 17 W. Second South S

E. W. GILLETT, General Pass. Agt. J. L. MOORE, Dist. Pass. Agt.

COLORADO-UTAH

MISSOURI PACIFIC RAILWAY

SHORT LINE. TO ST. LOUIS.

Through car Salt Lake City to St. Louis and Kansas City. Only one change to New York, Buffalo and principal points east—low rates for summer travel.

Especial attention to ladies and children.

Tourists sleepers through to Chicago, Boston and other points, without change

TWO TRAINS DAILY.

Inquire at ticket office 103 Dooley Block Salt Lake City. Any information cheerfully given.

H. C. TOWNSEND, G. P. & T. A. Missouri Pacific Ry., St Louis Mo.

Our New Catalogue

JUST ISSUED. Mailed Free to Any Address

Deseret News Book Store.

6 Main St. Salt Lake City, Utah.

WE MAKE TRAVEL EASY.

Santa Fe

The Sign of Safety, Speed and Comfort.

3—TRAINS DAILY—3

From UTAH to Kansas City, St. Joe, Chicago, Galveston, El Paso and the Mining Camps of New Mexico and Arizona.

Ask us about Cheap Rates this Summer.

C. F. WARREN, General Agent, The Atchison, Topeka & Santa Fee Railway Co. Salt Lake City, Utah.

DENVER & RIO GRANDE RAILROAD

Current Time Table, In Effect May 21, 1905.

LEAVE SALT LAKE CITY.

No. 10—For Heber, Provo and Marysvale ..... 8:00 a.m.
No. 102—For Park City ..... 8:15 am.
No. 6—For Denver and East ... 8:30 a.m.
No. 12—For Ogden and Local Points ..... 10:25 a.m.
No. 5—For ogden and west ... 10:35 a.m.
No. 1—For ogden and West ... 1:45 p.m.
No. 3—For Denver and East ... 3:15 p.m.
No. 8—For Provo and Eureka... 5:00 p.m.
No. 112—For Bingham ..... 8:10 a.m.
No. 114—For Bingham ..... 3:00 p.m.
No. 11—For Ogden and Local points ..... 6:05 p.m.
No. 4—For Denver and East... 8:00 p.m.
No. 3—For Ogden and West... 11:10 p.m.

ARRIVE SALT LAKE CITY.

No. 6—From Ogden and the West ..... 8:40 a.m.
No. 12—From Ogden and Local points ..... 9:50 a.m.
No. 7—From Eureka and Provo.. 10:00 a.m.
No. 5—From Denver and East.. 10:25 a.m.
No. 1—From Denver and East.. 1:35 p.m.
No. 14—From Ogden ..... 3:05 p.m.
No. 2—From Ogden and the West ..... 3:40 p.m.
No. 101—From Park City ..... 6:15 p.m.
No. 9—From Heber, Provo and Marysvale ..... 6:00 p.m.
No. 113—From Bingham ..... 10:50 a.m.
No. 115—From Bingham ..... 3:40 p.m.
No. 4—From Ogden and the West ..... 7:50 p.m.
No. 3—From Denver and East .11:00 p.m.

All trains except Nos. 1 to 6 inclusive stop at intermediate points.

Ticket Office, Dooly Block. 'Phone 305.

J. A. BENTON, Gen. Agt. Pass. Dept.

OREGON SHORT LINE RAILWAY

Time Table IN EFFECT June 1st, 1905.

ARRIVE.

No. 4—From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver, ... 8:15 a.m.
No. 8—From Ogden, Portland, Butte and San Francisco.. 8:30 a.m.
No. 6—From Ogden and Intermediate points ..... 9:30 a.m.
No. 12—From Ogden, Cache Valley and intermediate points 11:45 a.m.
No. 9—From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco. 4:45 p.m.
No. 10—From Ogden, Cache Valley, Butte, Portland and San Francisco ..... 7:40 p.m.

DEPART.

No. 5—For Ogden, Omaha, Chicago, Denver, Kansas City and St. Louis ..... 7:10 a.m.
No. 7—For Ogden, Portland, Butte, San Francisco and intermediate points ..... 10:30 a.m.
No. 1—For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco ..... 1:40 p.m.
No. 11—For Ogden, Cache Valley and intermediate points 4:10 p.m.
No. 3—For Ogden, Denver, Kansas City, Omaha, St. Louis and Chicago ..... 6:05 p.m.
No. 9—For Ogden, Cache Valley, Butte, Helena, Portland, San Francisco and intermediate points ..... 11:45 p.m.

T. M. SCHUMACHER, Traf. Mgr.
D. E. BURLEY, G. P. & T. A.
D. S. SPENCER, A. G. & T. A.
City Ticket Office, 201 Main Street. Telephone 250.

Note:—Train numbers shown above are Oregon Short Line train numbers and do not apply to the Southern Pacific west of Ogden or the Union Pacific east thereof.

THE NORTH WESTERN LINE TO CHICAGO AND THE EAST

Fast through trains daily to Chicago via the CHICAGO & NORTH-WESTERN RAILWAY the double-track line between the Missouri River and Chicago. Direct connection with all lines to the East. Two trains daily Omaha to St. Paul and Minneapolis; excellent service to Duluth and Superior.

The Best of Everything.

Pullman drawing-room sleeping cars, buffet smoking and library cars, Booklovers library, dining cars, a la carte service, free reclining chair cars and standard coaches.

For further information apply to C. A. WALKER, Gen'l Agt. C. & N.-W. Ry. 38 and 40 West Second South St. SALT LAKE CITY, UTAH.

TO CALIFORNIA

AND ITS FAMOUS SUMMER RESORTS.

LOS ANGELES
LONG BEACH
RIVERSIDE

SALT LAKE ROUTE

CATALINA
TERMINAL ISLAND
SAN PEDRO

CORONADO'S GREAT TENT CITY ON BEACH. IN ALL THE WORLD NO TRIP LIKE THIS.

Los Angeles Express—Utah's Finest Train—Leaves Salt Lake 8:30 p.m. Observation Drawing Room Cars, Diner with Service a la Carte, Tourist Car and Free Reclining Chair Car.

Low Excursion Rates to Los Angeles.

PHONES 1986. 17 West Second South. J. L. MOORE, Dist. Pass. Agt.

Burlington Route

TELL US YOUR TRAVEL TROUBLES.

Perhaps we may be able to make easy for you the Eastern trip that now looks hard and uninviting. We have done it before—with our thro' Standard and Tourist sleeping car service via Scenic lines thro' the cool dustless mountains and along clear snow-born rivers.

For summer travel, the mountain route is decidedly best because coolest.

R. F. NESLEN, General Agent, 79 West 2nd South Street, SALT LAKE CITY.