

NEW ROUTE TO THE EAST

VIA SALT LAKE CITY, DENVER, OMAHA AND CHICAGO.

Through Car Service Over Rio Grande, Denver & Rio Grande and the Burlington.

NEW YORK, Jan. 27.—There is a feature of recent interest which attaches to the journey of a Portland man across the continent over the great trunk lines of railroad, the trains of which run into Portland, or which are reached from Oregon's metropolis by the cars of connecting roads. The man is a Pacific, with its grandeur of scenery, is commended to the traveler who may desire to make the run from Portland to New York, with the assurance of safety and of every comfort that managers of traffic over modern railroads have been enabled to provide, but at the loss of time that is not incurred by the patron of the direct through.

The Great Northern and Northern Pacific, a little further south, offer scenic attractions of equal beauty, and the winter ride over these roads through the cold but thickly settled country of North Dakota and Minnesota, in itself is an experience that contributes directly to the interest and the pleasure of the resident of the Pacific Coast States, where extremes of temperature are unknown. The most direct route East from Portland is that via the O. R. & N., the Oregon Short Line, the Union Pacific and the Great Northern connections of this system. Beyond choice of the roads mentioned above, Portland people may select the Southern Pacific, with direct through Eastern connection either via Sacramento and Ogden, or via San Francisco and New Orleans, or they may take the through Southern Pacific train out of Portland and reach any part of the Middle West or the East by connection with the great Santa Fe system at San Francisco.

Scenic attractions are necessarily not monopolized by any single line of transcontinental road. The special attractions of a railroad are found, first, in the perfection of service, in fast time, and in the scenic beauties of the country crossed. The transcontinental service of all the great trunk lines of railroad that now center at Portland is good. All of these roads offer the benefits of through dining-car service, the trains are well equipped and well appointed, and the running time over all the roads is fast. The choice of route is left largely to the whim or to the discriminating taste of the traveler who may perhaps be especially interested in some particular feature of interest that one of these respective roads may offer him en route. A sense of a wise discrimination may suggest the appeal to the Portland man who goes East frequently in any effort he may make to determine the best route to select, simply to try them all.

The largest Eastern travel today out of Portland is over the Union Pacific system of roads. This route offers the matchless attractions of the Columbia River scenery, the climb and descent of the Blue Mountain range of mountains, Eastern Oregon, a view of the Grand Ronde Valley, one of the most productive parts of Oregon, and a ride through the semi-arid, but partly reclaimed, belt along the upper Snake River and its tributaries, a section extending through a part of far Eastern Oregon and Southern Idaho. Beyond this the route lies through the great Middle Western States of Wyoming and Colorado and the corn-producing belts of Nebraska, Iowa and Illinois to Chicago.

The opening of the Ogden gateway now offers Portland people a rapid and an excellent opportunity for reaching Denver via the Rio Grande and Denver & Rio Grande systems, and by through limited service at the latter city, to the far Eastern terminal points are placed within easy traveling distance of Colorado's capital.

A through Pullman service is now maintained between Oakland, California, and Chicago via the Southern Pacific, the Rio Grande and Denver & Rio Grande and the Burlington routes. Passengers leaving Portland on the night train over the O. R. & N. connect with this sleeper either at Ogden or at Salt Lake City. To afford travelers from San Francisco and Portland the opportunity of stopping off at Salt Lake City, this car is sidetracked at the City of the Saints from 8:30 in the morning until 3:15 in the afternoon each day. By this arrangement people from Portland or San Francisco looking via this route are enabled to spend over six hours in Salt Lake City.

The spectacular offering of the Rio Grande and Denver & Rio Grande system is found in the scenery of this line in the Rockies at the headwaters of the Colorado and Arkansas Rivers. To the man of the prosaic turn, however, who has been sufficed with scenic grandeur, the great charm of the trip East over the Rio Grande and Denver & Rio Grande is found in the opportunity afforded to visit Salt Lake City.

No city in the great Middle West today offers the special features of interest to visitors that attach to Salt Lake. The settings of the city itself are especially attractive. The surrounding country is fertile, the line of the horizon looking in any direction from Salt Lake is clearly marked by the snow-capped summits of the hills that enclose the city on the same name, and the city itself is well laid out. The streets are wide (133½ feet), the blocks are long (40 rods each), and all the main thoroughfares are well paved. The hotel accommodations are excellent, and, taking it all in all, from the standpoint of general attractiveness, Salt Lake is one of the most beautiful cities in America.

It is the halo of romance connected with the early occupancy of Salt Lake City by the Mormons that makes the strongest spontaneous appeal to the attention of the discriminating traveler who visits Salt Lake City for the first time. A knowledge of Mormonism, with all its intricacies even, is not gained by reading alone. A single visit to Salt Lake City will do more to dispel the many illusions the average mind entertains regarding the wickedness and the beneficent effects of the Mormon religion than a lifetime of reading would accomplish. The marks of the early history of Salt Lake founded on the upbuilding of this place as the result of Mormon energy and Mormon intelligence are seen everywhere. Among its immediate following the Mormon doctrine of religion is as carefully taught and just as carefully observed as it was before the demise of Brigham Young. The contingent of fraud and intelligent Mormons in Salt Lake today even to the dominant force in the business and social side of life in the great Mormon capital.

Every man who goes to Salt Lake City for the first time has certain preconceived ideas of Mormonism that careful investigation subsequently shows him to be wholly wrong. The inquiry of life growing out of a popular toleration of plural marriages anywhere in itself is enough to call for the adoption of the most drastic measures for the suppression of bigamy. Mormonism, as a tenet of belief, however, cannot be judged wholly by the fruits of plural marriages. Brigham Young, the man who made Mormonism what it is today, was much more than an intelligent man. He was not only a natural leader of men, but he had genius for promulgation of doctrines that in the main contributed directly to the happiness and the welfare of a considerable body of people. The average Mormon citizen is self-respecting; if he is a good Mormon he is invariably temperate; he is industrious, and he shows sufficient reverence for the authority of the church to make the effort to conform to every tenet of his belief.

Any visitor who may enjoy the opportunity to meet a devout Mormon in the humble walks of life at Salt Lake can only be favorably impressed with the good points of the Mormon doctrine. The query which at once propounds itself to his mind in his attempt to discriminate

fairly is, why is it where you find so much good was it ever necessary for there to have been anything bad? The man in charge of the Tabernacle at Salt Lake, for instance, showed me through this great edifice more than 20 years ago. He refused a tip for his services in my behalf then, and on my last visit he told me equally as firmly that he was paid for his services by the church, and that he did not accept offerings of money from any visitor. The boy who blacked my boots at the hotel was born of a polygamous marriage. This boy, already of man's stature, did not smoke, he had never tasted intoxicating liquors of any kind, he did not drink tea or coffee, and he gave me the impression of being a hard-working and intelligent young man, who would always be a good citizen. No good Mormon is ever found lacking in reverence, and in humbleness of spirit. The lives of the Mormon people are guided largely by the teachings of the church, which prohibits indulgences that sap either the energy or the vitality, and the individual initiative either in business or in the professions is given every encouragement. In the encouragement given individual effort through the Mormon re-

erding the iniquities of plural marriages, is disclosed by a study of the following inscriptions on the gravestones marking the spots where two of the family of Brigham Young are interred. The first of these epitaphs is as follows: "To the memory of Mary Ann Angel, born, January 8, 1802. Died June 27, 1882." A few feet away is the second stone with this inscription: "Mary A. Young, Born February 2, 1844. Died January 5, 1884." The great temple of Mormonism on the same block with the Tabernacle is a striking piece of architecture. Its construction involved an expenditure of \$5,000,000, and it is one of the notable buildings of the continent. It is not open to visitors.

From Salt Lake City to Denver by way of the Rio Grande Western and Denver & Rio Grande systems of road is a distance of 741 miles. Over this route are overcome some of the greatest elevations reached by any other trunk line of railroad in America. The gradients over the mountain passes are heavy, and at the highest points reached by the trains over the most direct through route, via Tennessee Pass, an altitude of 10,418 feet is attained. Over Marshall Pass,

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Is found in the scenic attractions of this route. The scenery that the eye dwells on from the windows of the fast trains over these roads is not, however, of the striking beauty of the most pleasing landscape views of the far West. In any of the mountainous districts of the Pacific Coast States great elevation almost invariably commands a panoramic view of vast surrounding country. In Colorado and in the Middle West, as a whole, the passing landscape presents a pleasing picture to the eye. The country of the Middle West is generally treeless, much of it is barren and being out of the heavy snow belt of America, most of the country of even the greatest altitude crossed by the transcontinental roads presents, even during the mid-winter months, the appearance of a vast dried-up plain. In its general pleasing aspect to the eye, and in the charm of its panoramic effect of rapidly changing scene, the great Middle West crossed by the Union Pacific system and its connecting roads does not offer what the magnificent country to the north crossed by the line of the Great Northern and Northern Pacific does to hold the interest of the tourist.

The Rio Grande Western and the Denver & Rio Grande routes, however, through a country of more than passing interest. The valley of the Great Salt Lake itself is a gem studded with the settings of the most beautiful of surrounding hills. The great elevations over this route are attained as the direct result of successful engineering that has called for the admiration of the world. The run over Tennessee Pass and beyond through the Great Royal Gorge, the Denver & Rio Grande, is a most thrilling adventure of fast railroad traveling. The rapid descent from the mountain summits of this road is one of the most pleasing railroad rides in America.

Pacific Coast people often ask why the route from the Middle West to the West is so slow. The answer is found in the fact that the Middle West itself is one vast plateau, the surface of which maintains an elevation in excess of 4000 feet. Salt Lake, for instance, at its foot of the great mountainous district on the east, is at an altitude of 4225 feet. The city really occupies a depression below the general level of the surrounding country. The elevation of Leadville, Colo., is 10,200 feet, that of Colorado Springs 5992 feet, and Denver itself occupies a site 5357 feet above sea level. The ascents to the higher elevations of this vast plateau are made in the main so gradually that but little sharp contrast is afforded between the plain and hill as contrast is understood when applied to Western scenery. Old travelers will learn nothing new from this statement. To many people of the Pacific Coast the information may be of some passing interest.

The ride from the summit of Tennessee Pass down the mountains past Leadville, Pueblo, Colorado Springs and Manitou to the base of Pike's Peak, through to Denver opens up a vista of grand views that is a compensation in itself for the monotony of the long ride over the desert waste behind. Beyond Denver the Burlington trains run into a well-settled and prosperous country. The 266-mile daylight ride over this part of the route before Chicago is reached, a route lying through the great corn belt of Nebraska, Iowa and Illinois, a district of populous towns and of great industrial activity, is one of the most enjoyable railroad journeys anywhere.

A feature of special interest to travelers passing through Colorado is Pike's Peak, about 75 miles south of Denver. This mountain, which attains an elevation greater than that of Mount Hood, has neither the symmetry, nor any of the elements of real beauty that attach to Oregon's famous snow peak. The ascent of Pike's Peak, now made safely by a tram line of railroad, is the greatest advertisement Denver and the populous towns of Colorado to the west could possibly claim for general exploiting purposes. This road during the summer season is often closed to its capacity through the demands made by the visiting populace for a safe and expeditious ride to the summit of Colorado's historic peak. The investment involved in the construction of the road has proved a highly profitable one. I am wondering if Portland, with its banking power represented by a capital running from \$20,000,000 to \$25,000,000, will let pass the opportunity afforded by the period of valuable exploiting incident to the project of holding the big fair in Oregon's metropolis in 1905 without building a line of railroad from the fair city on the Willamette to snow line on Mount Hood? This road, if properly built, could be made one of the most noted scenic routes of the world. Would any material results follow in the rapid growth of Portland from the completion of this line? This question is best answered by the reflection that representative people make the vast army of those who travel for pleasure and profit. A close study of Portland's environments by any man who



CANYON OF THE GRAND RIVER, ON LINE OF RIO GRANDE WESTERN RAILWAY.

region is found a strong rebuke to the intolerance and bigotry of some of the oldest of the orthodox doctrines of belief. In the architecture of its public buildings Salt Lake has much to offer. The principal interest of the visitor, however, centers in the Tabernacle, the Temple, in the former residence of Brigham Young and his family, and in the spot that is the sepulchre of the great apostle and a number of his wives. The Tabernacle, built wholly of wood, was for years one of the marvels of successful architecture in the United States. Its cost involved an actual outlay of about \$200,000. It is a building 250x150 feet in size, the roof of which is one central grand dome supported wholly by the outer walls of the structure itself. The wonderful acoustic properties of the Tabernacle have been exploited wherever civilized man lives. It is actually possible for the sound of a pin dropped by the hand on the flat rail-

on the old through route of the Denver & Rio Grande, trains reach an extreme elevation of 10,256 feet. The surprise to the Western man who goes over this road for the first time is the remarkably fast time made by the through express trains. The entire distance of 75 miles between Ogden and Denver is covered in 2½ hours, an average schedule time of 20½ miles an hour. The Southern Pacific trains between Portland and San Francisco run on a schedule time of a little more than 22 miles an hour. The fast train over the Rio Grande Western and Denver & Rio Grande, the Atlantic Limited, makes close connection with the Chicago Limited over the Burlington at Chicago. The Burlington with its limited which carries the through sleeper from Ogden that reaches Denver via the Denver & Rio Grande, makes the run of 194 miles between Denver and Chicago in 2½ hours, an average sched-



ROYAL GORGE AND HANGING BRIDGE, ON LINE OF DENVER & RIO GRANDE RAILROAD.

ing of the altar at one end of the building to be heard distinctly by the ear at the opposite most remote point of this vast circular inclosed structure. The grand organ in the Tabernacle, an instrument built and devised wholly by Mormon labor and Mormon ingenuity, cost \$200,000. It is today one of the grandest church organs in America. The Tabernacle easily seats 16,000 people, and it is now the scene of regular weekly gatherings of people who congregate for the purpose of devotion and to listen to the choir of 200 and more trained voices that sing in harmony with the cadence of the grand organ that is played every Sunday by one of the most skilled organists of the United States.

Immediately across the street from the "Bee Hive," the former principal residence of Brigham Young, and a few blocks only from the Tabernacle, is a small structure that is rapidly falling into decay. This building was formerly used as a schoolhouse for the exclusive use of the 50 or more children of the Young family. A short distance beyond the old schoolhouse, still in the center of the city, is the plat reserved as the burial site of Brigham Young and his wives. The remains of the Great Mormon leader and number of his wives are now interred here. Further burials on these grounds are now prohibited by municipal authorities.

The disparity in the ages of the different wives, an object lesson itself cov-

BECOMING A MOTHER

of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a god-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness," and other discomforts of this period. Sold by all druggists at \$1.00 per bottle. Book containing valuable information free.

Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of child-birth. The thought of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a god-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness," and other discomforts of this period. Sold by all druggists at \$1.00 per bottle. Book containing valuable information free.

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