SENATOR KNOX'S RAILROAD BILL.

Accorded Unusual Privilege of a Reading on the Day of Introduction.

CONTAINS REVIEW PROVISION.

Appeal From Circuit Court to Supreme Court Must be Taken in Thirty Days.

Washington, Feb. 22.—Mr. Knox's much-discussed and long-expected railroad bill was introduced in the senate today and because of the exceptional interest of the subject, was accorded the unusual privilege of a reading for the information of the senators on the day of introduction. Close attention was given. In a brief statement Mr. Knox said that he did not hope to have the committee on interstate commerce do more than consider the bill as affording light on the question of court review of the findings of the interstate commerce commission. Mr. Foraker gave notice of a speech next Wednesday on the rate question. Intense interest in it was shown.

Mr. Knox said:

"I present a bill to supplement and amend the act to regulate commerce, which I ask may be referred to the committee on interstate commerce, but before sending the bill to the desk, I ask for unanimous consent to say a word in explanation of my reasons for offering this bill at so late a date.

"It has been very generally reported, and it is a fact, that I have recently, upon request of different persons interested in the rate regulation measures now pending before the senate, submitted my views as to a certain provision which I deem essential to the constitutionality of the bill passed the house of representatives. I presented my views by taking out of the bill which I now offer, section 5, and that section cannot be thoroughly understood independent of its context. It is not my expectation that the bill which I now offer will receive any further consideration from the committee than they may choose to give it as throwing light upon a provision for review in the courts of the action of the commission, and if it is of any assistance in that direction I shall be more than satisfied."

At the request of Mr. Aldrich, the bill was read at length.

Provision is made in the bill empowering the commission to establish through rates to and from points between which through routes are now maintained by the railroads complained of. Where parties to a joint rate fail to agree to the apportionment the commission is given power to make the division between the carriers.

The bill provides that all acts of Congress and the provisions of this bill relating to interstate commerce "shall extend to all common carriers engaged in carrying to which the relative power of Congress extends under the action of the United States by the transportation of persons or property wholly by railroads or by transportation of persons or property partly by railroad and partly by water when both are used for a continuous carriage or shipment. Said provisions shall also extend to all the facilities and instrumentalities connected therewith, whether owned or provided by the carrier or not."

It provides that all charges of whatever nature shall be just and reasonable. When a rate is unreasonable the committee shall order it reduced and when reduced "such reduced rate shall be the maximum to be observed by the carrier and when the commission shall order a practise to be changed it shall be observed by the carrier."

The review provision is as follows:

"Section 5—That the orders of the commission except orders for the payment of money, shall take effect within such reasonable time as shall be prescribed by the commission and shall continue for such period of time, not exceeding two years, as shall be prescribed in the order of the commission unless sooner set aside by the commission or suspended or set aside by order of a court in a suit to test the lawfulness of said order; but any carrier, person or corporation party to the proceedings affected by the decision of the commission as to the rate or practise covered by the complaint or by its order prescribing a different rate or practise and alleging either or both to be a violation of its or his rights may institute proceedings against the complainant and interstate commerce commission in the circuit court of the United States for the district in which any portion of the carrier or carriers that were parties to the complaint may be located, sitting as a court of equity, to have such questions determined, but in no other way shall the lawfulness of such order be questioned and in all such proceedings the court shall have power to make order to secure the appearance of parties from any part of the United States and the existing laws relative to evidence and to proceedings under the acts to regulate commerce shall be applicable. Provided, however, that no order of the commission reducing a rate shall be set aside or suspended by an interlocutory decree of the court without requiring a deposit of excess charge of sufficient bond to secure the parties entitled thereto the repayment, if the commission's order is sustained, of all moneys received by the carrier in excess of the rate fixed by the commission and the court shall determine in such interlocutory decree what practises shall be pursued by the parties, pending the litigation, in order to make this right of payment certain and effective."

Another section, relating to appeals, follows.

"Section 9.—That in all proceedings arising under this act in which the United States or the interstate commerce commission is a party, an appeal from the final decree of the circuit court shall lie only to the supreme court and must be taken within 30 days from the entry thereof. No appeal shall operate as a stay of supersedeas of the decree appealed from."

TO PUNISH HAZING.

At the request of Mr. Hale, chairman of the committee on naval affairs, the bill providing for the punishment of hazing at the naval academy at Annapolis, was taken up and discussed at length.

Mr. Dick advocated extreme measures, saying that nothing less would accomplish the desired result. He said that he had investigated the hazing practise and was prepared to pronounce it "an educator in brutality." He considered it a crime out of harmony with the office held by the midshipmen.

An amendment authorizing the president to set aside dismissals for hazing within the present year, offered by Mr. Newlands, was voted down.

After further discussion, in which Senators Tillman, Lodge, Spooner, Hale, Nelson and Hopkins took part, the bill was passed without division.

The bill gives authority to the secretary of the navy to dismiss at any time a midshipman whose presence he considers for any cause contrary to the best interests of the service, but the accused has the right to demand a court-martial. It repeals the existing law requiring the dismissal of midshipmen found guilty of hazing; gives authority for courts-martial for hazing under certain conditions, and authorizes graduated sentences under the acts of June 23, 1874, and of March 3, 1903; requires all instructors and officers at the naval academy to report offences to the superintendent and defines hazing as the unauthorized assumption of authority by one midshipman over another."

ATTEMPT TO MURDER MINE SUPT.

Denver, Feb. 22.—A special to the Post from Lead, S. D., says:

An unsuccessful attempt was made last night to murder Con Green, foreman at the Home Stake mine, by blowing him up with dynamite. The bomb wrecked the front part of his house and the escape of the family from instant death seems little short of miraculous.

No arrests have yet been made.

Green has lived in Lead City for 26 years and is well known among mining men. Last night he returned home rather late and sat down on a couch in the front room. The window shade was half way up and every object in the room could be seen from the outside.

Without a moment's warning a terrific explosion occurred under the front porch, directly beneath the storm door, and within a few feet of the parlor. Green was hurled from the couch, but was not injured. The entire front part of the house was wrecked and windows within a radius of three blocks were shattered by the concussion. Mrs. Green and her two-year-old daughter were sleeping in an adjoining room but were not injured.

INTERNATIONAL TENNIS CUP.

America's Challenge for it Accepted By British Lawn Tennis Ass'n.

London, Feb. 22.—America's challenge for the Dwight F. Davis international tennis cup will be accepted by the British Lawn Tennis association by cable today.

QUICK END OF STRIKE.

Chicago, Feb. 23.—The sympathetic strike of the steamfitters came to a sudden end yesterday when the joint arbitration board of the Steamfitters' union and the master steamfitters ordered the men to return to work. The trouble originated some days ago, when the steamfitters employed at a new down town building walked out in violation of their contract because they objected to the presence of non-union stone cutters.

A new scale of wages for building employes was signed, which gives 35 cents an hour to the 10,000 hod-carriers employed in Chicago, or about 5 cents over the old scale. Men working in caissons will receive 50 cents an hour, an increase of 10 cents. The new scale had been under consideration by the Masons & Builders' association for some time.

WILL IT CURE ME?

That's the personal question a woman asks herself when she reads of the cures of womanly diseases by the use of Dr. Pierce's Favorite Prescription.

Why shouldn't it cure her?

Is it a complicated case? Thousands of such cases have been cured by "Favorite Prescription." Is it a condition which local doctors have declared incurable? Among the hundreds of thousands of sick women cured by the use of Dr. Pierce's Favorite Prescription there are a great many who were pronounced incurable by local doctors. Wonders have been worked by "Favorite Prescription" in the cure of irregularity, weakening drains, inflammation, ulceration and female weakness. It always helps. It almost always cures.

"I commenced taking your medicine, 'Favorite Prescription,' nearly a year ago for chronic inflammation of womb, and can truly say it is the only thing that ever did me any good," writes Mrs. L. C. Wagner, of 125 Edwin Street, Toronto, Ontario, Canada. "I could not walk any distance before using it. After taking six bottles of your 'Favorite Prescription' I find I can walk without difficulty and am greatly benefited in general health. Would advise all suffering women to use Dr. Pierce's medicine."

Pierce's Pleasant Pellets

These are the **Original Little Liver Pills** first put up over 40 years ago by old Dr. R. V. Pierce. They've been **much imitated** but **never equaled.** Smallest, easiest to take and best. They're tiny, sugar-coated, anti-bilious granules, a compound of refined and *concentrated* vegetable extracts. Without disturbance of trouble, constipation, indigestion, bilious attacks, sick and bilious headaches, and all derangements of the liver, stomach, and bowels are prevented, relieved, and cured. *Permanently* cured, too. By their mild and natural action, these little Pellets gently lead the system into natural ways again. Their influence *lasts.*

VON BUELOW ON TARIFF TROUBLE.

Opens Debate on Proposal to Extend Reciprocal Rate to the United States.

GOVERNMENT'S REASON FOR IT

Tariff War Would Damage Germany's Shipping Interests and Other Departments.

Berlin, Feb. 22.—Chancellor von Buelow opened the debate in the reichstag today upon the government's proposal to extend reciprocal tariff rates to the United States until June 30, 1907.

The chancellor said he placed a high value on good political relations between Germany and the United States, which were a blessing to both lands, but it would be deceptive to believe that he would buy political friendship by the sacrifice of Germany's economic interests.

The question for the government's proposal were that a tariff war which might only be resorted to in case of necessity would damage not only Germany's shipping interest, but other important departments of Germany. He explained to the reichtag that Germany's negotiations of treaties with other states had not always progressed smoothly and had extended over long periods.

"We are therefore forced," said the chancellor, "to ask parliament to consent to this proposal, so that we may continue in peace with the United States.

"The note of the American secretary of state to ambassador Sternberg on Tuesday shows that the United States has the same desire for friendly commercial and political relations that we have.

"This note says that as soon as German conventional tariff has been granted to the United States for the period expiring June 30, 1907, the president will publish a proclamation granting Germany a continuance of advantages of section 3 of the Dingley tariff. He hopes that the prospect of certain alterations in the custom regulations may be regarded as proof of the earnest wish of the president to free the American customs administration from the appearance of being severe on German exporters.

"Mr. Root hopes further that the bill extending the conventional rates to the United States will give time for establishing a permanent basis for mutual commerce under conditions favorable to both.

"Mr. Root trusts that the present feelings of mutual friendship will continue to exist and that the two countries will come to an agreement because of the true desire to be friends."

The chancellor, who had spoken without animation, had been listened to without applause. During his paraphrase of Ambassador Sternberg's note some of the members tittered ironically. Prince von Buelow concluded as follows:

"The confederated German governments being well aware of the importance of our commercial relations with the United States, intend to try by every means to settle the question in a conciliatory manner. They hope the reichstag will act in that spirit toward the proposals."

The bill having passed its second reading, Baron Harnsheim introduced an amendment declaring that it should extend only to part of Germany's conventional tariff.

Count von Posadowsky-Wehner opposed the amendment on the ground that it would compel the government to discriminate forthwith against American goods.

"What advantage could Germany gain with the United States?" he asked. "I believe," the minister continued, "the time has come when American citizens see they are merely the football of the great trusts; but we will not wait until this discovery has been made. A tariff war causes the greatest embitterment, like others."

The amendment received only the votes of a part of the Nationalists.

The bill was then adopted by an immense majority, the negatives coming from only part of the Nationalists and Conservatives.

PRES. RIPLEY OF SANTA FE ON RATE LEGISLATION.

Los Angeles, Feb. 22.—At the annual reception and banquet of the Los Angeles chamber of commerce tonight President E. P. Ripley of the Santa Fe was the principal speaker. His subject was "Rate Legislation."

In discussing railway rate legislation, Mr. Ripley said:

"Do you realize how easy it is to form what is called 'public opinion' upon any subject? I am here to say that such 'public opinion' as exists in favor of rate making by the interstate commerce commission has been artificially manufactured—that the commission itself, with a hankering for more power, with the aid of one man from Milwaukee with a grievance, started the agitation, and having started in enlisting the the powerful aid of the president, has stampeded the country and at least one branch of Congress. It is my belief that not one person in a hundred, throughout the country, has any interest in the question.

"The charge has been made that the railway mileage of the country is in a few hands—that a few men can get together in New York and by a stroke of the pen or a general order, impose enormous burdens on the country by advancing rates—it is not charged that this was ever done, but only that it might be done. I know of no subject on which the general public has been more deceived, or conceiving which there is such an amount of misapprehension.

"I refer you to the last report of the interstate commerce commission, where you will find it stated that American railroads are owned by individual stockholders to the number of 328,000. We cannot tell the number of bondholders, but it must be much larger. When you read that a certain man 'controls' a railroad, you should understand that he is simply chosen by a majority of the stock to represent the interests of the owners.

"Perhaps I may also be allowed to state here that in my judgment there are no men in the country more closely watched than those controlling our large railroads, and no business conducted in a more conservative and straightforward manner.

"The railroads are today and have always been opposed to rebate system, for various obvious reasons—they do not want to give up any of their earnings, and they have no possible object to discriminate in favor of any individual; they do not care how stringent are the laws which may be made in that regard.

"Of all the offenses charged against the railroads, that of discrimination is the only one that has any foundation in fact, yet none of the bills proposed at this session of Congress touches this question at all.

"The main feature of all the proposed bills is the provision that the interstate commerce commission may name what it considers a reasonable rate, and that such rate must at once go into effect. There is no provision for maintaining the rate when it is made—and of course it is just as easy to pay rebates out of rates named by the commission as out of those named by the roads themselves.

"We have seen that there is practically no complaint as to the reasonableness of rates, yet it is proposed to put them in the hands of a body of men appointed for political service, without regard to fitness. Which of you would like to see your business so dealt with?

"There are plenty of laws on the statute books for such offenses as the railroads have committed or may commit. Enforce these laws to the limit, before taking possession of private property, or putting into a straightjacket the one industry that has mainly built up your commerce."

JOHN STINSON'S MURDERER BELIEVED TO BE LOCATED.

San Francisco, Feb. 23.—The Call says today that local detectives believe they have located the murderer of John Stinson, a wealthy mining man, who disappeared from this city in 1898. At that time the body of an unknown man was found floating in Stowe lake and was buried as a pauper. A few months ago it was discovered that the body found in the lake was that of Stinson and also that his deposit box with a local trust company was empty, although it was known to have contained a large sum of money and other valuables at the time of its owner's disappearance. Since then detectives have been at work ferreting out the mystery in connection with Stinson's death. Now the news has been received here that yesterday Mrs. Frank W. Sawyer of Boston, a niece of Stinson, arrived at her mother's Mrs. Sarah Connor of Portland, Me., with the news that the detective hired by her to investigate the death of her uncle had located $75,000 worth of bonds belonging to Stinson in San Francisco, and are now closely watching the man who has them in his possession. This man, says Mrs. Sawyer, was an old companion of Stinson's in the mine and worked with him for 40 years. "He became suddenly wealthy after uncle's death," she said in an interview last night, "and when we began the investigation last month this fact gave us a clue upon which to work. Soon we found startling evidence. This man had in his possession $75,000 of the bonds which uncle owned. Our detectives are now watching every move of that man and his arrest will be accomplished shortly."

WOMAN BURNED TO DEATH.

Chicago, Feb. 23.—Returning to her flat to get her money, Mrs. John Hanley met her death last night in a burning apartment house. Mrs. Hanley had gone from the building with her son at the first alarm. When the firemen had put out the blaze they found the woman unconscious in a closet of her apartment on the third floor. She expired a few minutes later.

The fire was in the structure at 6050 Washington avenue.

Three other persons were injured. The loss was $5,000.

Sloan's Liniment Cures Lumbago Price 25f50f&$1.00

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

GARDNER DAILY STORE NEWS

No excuse for a man being without an Overcoat and suffering the displeasure of going unovercoated through these storms, when such a proposition as this stares him in the face:

For the pick of a great big lot of this season's best $15.00 to $25.00 models—a saving of $5.00 to $15.00 to the garment.

Not all sizes of any one kind,

But your size in one style or another.

Some Suits the same way.

ONE PRICE.

J. P. GARDNER

136-138 MAIN ST.

THE QUALITY STORE.

HEALTH.

Means the ability to do a good day's work, without undue fatigue and to find life worth living. You cannot have indigestion or constipation without its upsetting the liver and polluting the blood. Such a condition may be best and quickest obtained by Herbine, the best liver regulator that the world has ever known. Mrs. D. W. Smith writes, April 3, 1902: "I use Herbine and find it the best medicine for constipation and regulating the liver I ever used." Price 50 cents. Sold by Z. C. M. I. Drug Dept., 112-14 Main Street B

OGDEN & RETURN, $1.00

Via D. & R. G., Sunday, Feb. 25th.

Leave Salt Lake 10:25 a. m. Returning leave Ogden 7:00 p. m. Everybody invited. See the Canyon in winter time. Spend the day at the Hermitage. The hotel is comfortably warmed with large grate fires and Billy Wilson's dinners can't be beat.

Chamberlain's Cough Remedy
Cures Colds, Croup and Whooping Cough.

GODBE PITTS.
PRESCRIPTION DRUGGISTS,
101 MAIN ST.

PIANOS! ORGANS!

EDISON AND VICTOR TALKERS

All Records Carried in Stock. May we have your Patronage?

DAYNES-ROMNEY MUSIC COMPANY
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YOU FACE THE PROBLEM

Every now and again of purchasing a wedding present.

Your interests have been thoughtfully cared for by us in providing a beautiful line of moderate priced silver pieces.

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In Large *and* Small Tracts, desirable for Sheep *and* Cattle Raising. Easy Ten-Year Payments. Only one-tenth *of* the purchase price Required Down. There is good money in Ranch Land. For full particulars, prices, etc., call on or write

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WHEN YOU HAVE A COLD ALWAYS TAKE
Chamberlain's Cough Remedy
It is famous for its cures and can always be depended upon. It counteracts any tendency of a cold to result in pneumonia.
IT IS SAFE AND SURE.
Price 25c. Large size 50 cents.

REWARD OF $50

For a case when Saltna Tablets fails to cure the worst cases of Pyorrhoea Alveolaris.
TELL YOUR DENTIST
W. S. HUDSON,
D. D. S. 107 South Main St.
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WANTED To Buy or Sell Household Goods —Redman & Jenson Furniture Co., 113 S. West Temple, Phones 555.

SALT LAKE ROUTE
Utah's Most Popular Railroad.
CURRENT TIME TABLE

DEPART DAILY.

No. 7	Los Angeles Limited	4:45 p.m.
No. 1	Los Angeles Express	12:01 a.m.
No. 51	For Stockton and Tintic	7:45 a.m.
No. 63	For Nephi and Sanpete Valley	8:00 a.m.
No. 53	For Garfield	11:30 a.m.
No. 65	For Nephi	4:45 p.m.
No. 61	For Nephi and Lynn	8:30 p.m.

ARRIVE DAILY.

No. 8	Los Angeles Limited	5:35 p.m.
No. 2	Los Angeles Express	6:30 a.m.
No. 62	From Lynn & Nephi	9:50 a.m.
No. 54	From Garfield	1:20 p.m.
No. 66	From Nephi & Sanpete Valley	1:30 p.m.
No. 64	From Nephi	5:45 p.m.
No. 52	From Tintic & Stockton	6:00 p.m.

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'Phones 1086. J. L. MOORE, Dist. Pass. Agt.

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When Going East Why Not Enjoy Yourself?
You will if you travel over the
Illinois Central R R
IT DON'T COST ANY MORE.

The best of service between Omaha, Chicago, Minneapolis and St. Paul, as well as between Chicago, St. Louis, Memphis, New Orleans and all other Southern and Southeastern points.

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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.

Tourist sleepers through to Chicago Boston and other points, without change. TWO TRAINS DAILY.

Inquire at ticket office, 108 Dooly Block. Salt Lake City. Any information cheerfully given.

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

Santa Fe

THE Long Distance Record. The "Scotty" Special. 2265 Miles Over Mountain and Plain in less than 45 hours Demonstrating That "Santa Fe" track, equipment and employees are of the Dependable kind. Probably YOU wouldn't care to ride so fast. You prefer the luxury of 3 Regular Trains From Utah and Colorado to everywhere East and Southwest. Ask me for Ticket Rates and Literature.

C. F. Warren, G. A., A. T. & S. F. Ry., 411 Dooly Block, Salt Lake City, Utah.

RISING BREAST And many other painful and serious ailments from which most mothers suffer, can be avoided by the use of "Mother's Friend." This great remedy is a God-send to women, carrying them through their most critical ordeal with safety and no pain. No woman who uses "Mother's Friend" need fear the suffering and danger incident to birth; for it robs the ordeal of its horror and insures safety to life of mother and child, and leaves her in a condition more favorable to speedy recovery. The child is also healthy, strong and good natured. Our book "Motherhood," is worth its weight in gold to every woman, and will be sent free in plain envelope by addressing application to Bradfield Regulator Co. Atlanta, Ga. **MOTHER'S FRIEND**

"THE LAGOON ROAD."
Salt Lake & Ogden Railway.
SIMON BAMBERGER,
President and General Manager.

Time Table in Effect Nov. 26, 1905.
LEAVE SALT LAKE.
6, 8:30, 11 a. m.; 2, 4:30, 6:30 p. m.
LEAVE LAGOON.
7, 9:30, 12 m.; 3, 5:30, 7:30 p. m.

OREGON SHORT LINE RAILROAD — **Time Table**

IN EFFECT Feb. 18, 1906

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. 15	From Chicago, Omaha, Ogden and Intermediate Points	4:25 p.m.
No. 2	From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	5:15 p.m.
No. 10	From Ogden, Cache Valley, Butte, Portland, and San Francisco	7:35 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	1:30 p.m.
No. 11	For Ogden, Cache Valley and Intermediate Points	4:05 p.m.
No. 17	For Ogden, Omaha, Chicago and Intermediate Points	5:55 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.

D. E. BURLEY, G. P. A.
D. S. SPENCER, A. G. P. 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 Denver & Rio Grande Railroad

CURRENT TIME TABLE.
In Effect Dec. 10th, 1905.

LEAVE SALT LAKE CITY:

No. 10	For Heber, Provo and Marysvale	8:00 a.m.
No. 102	For Park City	8:15 a.m.
No. 6	For Denver and East	8:50 a.m.
No. 11	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	3:50 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. 13	For Ogden and Local Points	6:05 p.m.
No. 4	For Denver and East	8:00 p.m.
No. 5	For Ogden and West	11:10 p.m.

ARRIVE SALT LAKE CITY.

No. 6	From Ogden and the West	3:40 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	2:35 p.m.
No. 2	From Ogden and the West	3:40 p.m.
No. 101	From Park City	5:15 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	6:40 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.

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