## DESERET EVENING NEWS: SATURDAY, DECEMBER 21, 1901.

January 2.-Completion of financial arrangements to build the San Pedro

Rio Grande Western orders five new compound locomotives. 3.-Excitement over prospect of \$250,-000 Rio Grande Western shops. Presi-dent Jeffery denies story of combine which shall control all the great lines. 4 .- Passenger train blown from rails on Nevada, California and Oregon

now being graded for thirty miles northeast from the junction, and there is nothing to interfere with the march road; only one person injured. 9.—Col. Dodge says \$150,000 has been appropriated for the proposed R. G. W. is nothing to interfere with the march to the Nevada state line. However, over the line there is a dif-ferent tale to tell, as the Oregon Short Line has filed protests with every map filed by the San Pedro people, and will enter the state of mark to the second

10 .- C. K. Bannister, prominent railroad civil engineer dies at Ogden from

12 .- S. J. Henry appointed traffic manager of the Colorado Springs and Cripple Creek railroad.

-San Pedro road buys 100 miles of steel rails. Railroad men estimate 3,500 strangers visited Salt Lake the past

22.-The Rockefellers buy 150,000 shares of Missouri Pacific. Legislature passes law empowering railways to ac-Lake uire stock and interests in any line within or without the state, except a mapeting line. 22.-City council closes west Third

Railroad Happenings. | Joseph S. Wells succeed Spencer Claw-son, R. C. Chambers and W. C. Hoge, | nant office home. of Butte, as directors in the Street Rail-

way company. 19.-Chairman George Cappell, of D. & R. G. board of directors, dies in New York.

24.-City council refuses \$500 from San Pedro road for care of Pioneer Square. 25 .- Contract let for eighty-eight miles of Salmon River road at about

\$500,000 27 .-- Clark and O. S. L. forces clash on Nevada grade, May 2.-Injunction granted by Judge

Brown, of New York, to restrain con-solidation scheme of Rio Grande road in Colorado

H. Harriman secures control of the Union Pacific. 9.-Great panie in Wall street.

15.--D. & R. G. stockholders ratify purchase of Rio Grande Western. June 7-Announcement resignation of

Col. D. C. Dodge from Western. 10-H. B. Kooser of the Missouri Paclfic made general western freight and passenger agent at Denver, and C. A. Tripp of Denver transferred to Salt

21-A. W. McCune secures control of the Rapid Transit & Utah Power com-panies which will be consolidated with the city railway.

South and other streets for proposed | 27-A. W. McCune buys interest of

nant office home. Van Kuran found guilty of embez aling \$8,000 from O. S. L., while local treasurer

8-Union Pacific directory election. 9-Old O. S. L. board of directors elected. Van Kuran gets two and a half years

in State Prison. 15-Aspen Tunnel opens.

19-George J. Gould and party in Salt Lake. 22-U. P. Sells 50,000 acres in Wyom-

28-Russell Harding chosen as direc-tor to succeed Louis Fitzgerald at R W. annual meeting. Nov. 2-Contracts let for \$200,000 on

Nov. San Pedro road, west end. 9-Siberian railway completed. 11-Salmon River line turned over to

O. S. L. operating department. 5-Pan-American railroad pro Dec.

posed at City of Mexico meeting.

### Railroad Directory.

The following are the Utah railroads and their officials, also the Sait Laks agencies for outside railroads and steamship companies:

Atchison, Topeka & Santa Fe rail-way (Santa Fe Route) 411 Dooly block;

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### A NEW VANDERBILT ENGINE

The above cut gives a good representation of the new Vanderbilt engine tender which the Short Line is to introduce early in the year. It is entirely different from the ordinary tender, as will be readily seen, and consists of a steel cylinder, like an oil tank, sheared off at an angle of about 45 degrees towarhs the front end. A large steel box is built at this end, and the slope at the end of the tank tends to send the coal down into the doorway facing the cab. The box as given above will hold thirteen tons of coal, and the tank will hold 6,000 gallons of water. By such a shaped coal receptacle the fireman is never obliged to leave the footboard to handle his coal, as gravity sends it down into the doorways whence it is shoveled into the firebox. The tank, being cylindrical, is easily cleaned out and the pressure of water is uniform as long as there is any in the tank. Besides, this type of tank is stronger and less liable to leakage. A number of these new tenders are on trial on eastern roads, and they give satisfaction.

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in freights is put at 25 per cent, if not more. A new locomotive has been adde to the motive power, and new ties have shops of the Rio Grande Western , Armstrong estate in city railway. been laid all along the line. The build road. Announcement that California trailic heaviest in history of all roads. ing of a number of brick yards north of this city has added largely to the road's income. There is considerable 23 .-- Supt. J. H. Young, of the Short Line, narrowly escapes death in a railspeculation as to the future of the road wreck at Ogden 26.-Decided twenty Short Line tracks over City creek to be lowered. as several attempts have been made o late to buy it, with the prospect, if sold, of its being extended up over the bench -Local agency Frisco line moved and into Ogden from the east. The o Colorado Springs. connection of the road with Lagoon has 31.-Traffic Manager S. W. Eccles, of been a very important factor in the expansion of its profits. the Short Line, made traffic manager of the American Smelting and Refining

company.

faulter.

\$251,000,000

\$4,000,000 in improvements.

City, south of the lake,

near Wells, and two firemen killed.

Salt Lake & Mercur. No changes have occurred on this line during the past year. The consolidation of the local mining interests have

January 31-S. W. Eccles made traffic reduced the ore haul, but then traffic in other directions has increased so lountain railroau as to give a net increase rather than a

July 1-Directors' meeting San Pedro road to consider route of the road in Utah. Rio Grande Western officially ab-sorbed into the D. & R. G. system, and

the official card announced. July 3-Denver & Salt Lake Rallway July 3-Denver & Sait Lake Railway Tunnel & Mining company incorporated at Denver, \$5,000,090 capital. 4-Conference between Prest. Burt of Union Pacific and Hayes of Southern

Pacific at San Francisco results in de-termination to rush Short Line to Los Angeles. 6-A. W. McCune gets Robert N. AnC. F. Warren, general agent; J. J. Devereux, traveling agent.

Atlantic steamship lines (all companies) represented by I. A. Benton, Rio Grande Western; L. J. Keyes, Union Pacific and Oregon Shore Line, at city ticket offices of those companies. Burlington & Missouri River railroad (Burlington route) 79 West Second South; R. F. Neslen, general agent; L. W. Hahn and C. P. Pruitt, traveling freight and passenger agents; Wm.

Darke, soliciting agent. California & Oriental steamship line (Santa Fe-Japan route) 411 Dooly block. C. F. Warren, general agent. Chicago Great Western (Maple Leaf

W. H. Lownsberry, traveling freight

route) 58

agent.

Second South, C. A. Tripp, commercial agent; A. L. Trowbridge, traveling freight agent; W. H. Barrett, chief

Morgan line (Gulf steamships), 20 South Main street, D. R. Gray, general agent

New East Tintic railway, office Atlas block, J. A. Cunningham, general man ager.

Oregon Short Line Offices: New York, 120 Broadway; Salt Lake, Oregon Short Line building. Edward H. Harriman, president: W.D.Cornish, vice president; W. H. Bancroft, vice president and gen-eral manager; Alexander Millar, secre-tary; F. V. S. Crosby, treasurer; C. H. Jenkinson, local treasurer; C. J. Mc Nitt, acting auditor; P. L. Wil liams, general attorney; I. O

Rhoades, general purchasing agent: T. M. Schumacher, acting traffle manager; D. E. Burley, general passon-ger and ticket agent; John A. Reeves, assistant general freight agent: G. L. Alley, general baggage agent; E. E. Alley, general baggage agent; E. E. Calvin, general superintendent; J. H. Young, J. H. Olmstead, E. C. Manson. division superintendents; J. F. Dunn superintendent motivé power and ma-chinery; W, J. Tollerton, master me-chanic; J. B. Berry, consulting engineer, Omaha. Occidental & Oriental Steamship com-

any (Trans-Pacific)-D. R. Gray, 201

South Main. Pacific Mall Steamship line, 201 South Main, D. R. Gray, general agent. Pacific Express company, 12 South Main street-J. W. Rogers, superinten-

dent; J. A. Sanborn, agent; J. E. Cas terling, depot agent; W. C. Mcran,cash fer; T. H. Allen, money clerk; Free Davidson, o. h. clerk; C. B. Standing night depot clerk; J. J. Gerstner, way bill clerk

Rio Grande system-President, E. T Jeffrey, Denver; secretary, E. H. Booth, New York; general manager, J. A. Het-bert, Denver; treasurer, J. W. Gilluly, lew Yorki general asurer, J. W. Dociy bert, Denver; treasurer, J. W. Dociy Denver, Salt Lake offices, Dociy block; assistant general traffic man-block; assistant general traffic man-block; assistant general traffic man-second general traffic man-block; assistant general traffic man-block; assistant general traffic man-block; assistant general traffic man-second general traffic man-block; assistant general traffic man-block; assistant general traffic man-second general traffic man-block; assistant general traffic man-block; assistant general traffic man-block; assistant general traffic man-general Colton; assistant general freight agenu V. Derrah; assistant general pas-

J. D. Kenworthy; Western live stock agent, B. F. Nevins; traveling freight agents, Geo. Hawkes, A. J. Gregory, C.

Salt Lake & Los Angeles-15 miles. Locomotives, 3; cars, 25;. General of-fices, Nauvoo block, Salt Lake. Joseph F. Smith, president; James Jack, vice president; Wm. McMillan, secretary and treasurer; Wm. J. Bateman, gen-eral manager; Wm. McMillan, general freight and passenger agent; F. S.Richards, general attorney.

J. E. Bamberger, vice president; J. Oberndorfer secretary and treasurer; John S. Critchlow, auditor; J. H. Kirk,

outh Main street.

Sanpete Valley railway-58.75 miles. ocomotives, 2: cars, 26. General of-

traffic offices, Manti, Utah. Theodore Bruback, president; U. U. Hiskey, sec-

McCornick block; operating and



1901.

8:45 a.m.

ten to five cents.

From Ogden, all points East, Butte, Portland and San Fran-

DEPART SALT LAKE.

PAGIFIC

B PICTOR



In Effect Nov. 3,

ARRIVE SALT LAKE OITY ARRIVE SALT LAKE.

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ARRIVE SALT LAKE OITY: No, 5-From Provo, Grand Junc-tion and the East. No, 3-From Provo, Grand Junc-2000 1235 p.m. No, 3-From Provo, Grand Junc-tion and the East No, 9-From Provo, Grand Junc-tion and the East No, 9-From Provo, Meber, Bing-ham, Eureka, Marysvale, Man-ti and intermediate points. No, 6-From Ogden and the West 520 a.m. No, 2-Erom Ogden and the West 520 a.m. No, 2-From Ogden and the West 520 a.m. No, 4-From Ogden and the West 520 a.m. No, 4-From Ogden and the West 520 a.m. No, 7-From Eureka, Payson,

No. 7-From Eureka, Payson, Heber, Provo and intermedi-



# THE PRIDE OF THE ROAD.

Every railroad has its "pet" train, The Burlington's pet is the Chicago Special-No. 6-as railroad men call it. To run on the Chicago Special is the ambition of every conductor, brakeman, engineer and fireman on the west end, The Chicago Special is as clean as a new pin. Spick and span and radiant in the glory of its varnished cars. Fast as a whirlwind. As easy riding as a rubber-tired automobile over an asphalt pavement.

Through Sleepers for Omaha and Chicago via the Burlington leave the R. G. W. depot daily at 3:15 p. m. Tourist cars Wednesdays and Fridays.

Drop in and let us quote you rates and give you full information about our service; or, if you prefer, see your local ticket agent.

For THE EAST DO NOT FAIL to be fully informed of the Quick Fines and Fine Train Service of fored by the Union Pacific to all Principal Eastern Points. Palace Sleeping Cars. Ordinary Sleeping Cars. Dining Cars, Meals a la Carte. Free Recibiling Chair Cars. Buileto Successing and Library Cars. With Barber Shop and Pleasant Reading Rooms. For time tables, folders. Illustrated books. pamphlets, descriptive of the territory tra-versed, call at Tloket Office. 201 Main St., Salt Lake City. Ticket Office 79 W. SECOND SOUTH ST. R. F. NESLEN. General Agent. Balt Lake City, Utah. Still at 64 West2nd South.

senger agent, G. W. Heintz; general superintendent, A. E. Welby; engineer, E. J. Tard (depot); master mechanic, John Hickey (depot); trainmaster and superintendent of telegraph, A. T. Mil-City Ticket Office, 201 Main Street. D. E. BURLEY, Gen. P. and T. A. W. H. BANCROFT, Vice-President and Gen'l Manager. ler (depot); acting purchasing agent Thos. Tipton; superintendent bridges and water service, J. L. Thompson (depot); general agent freight depot, THREE TRAINS DAILY Utah and Wyoming

W. Fitzgerald; traveling passenger agents, H. M. Cushing, W. J. Ridd; city passenger and ticket agent, I. A. Benton; assistant, Frank Groesbeck. 103 West Second South street; Western solicitor, R. Harkness.

Salt Lake & Mercur-14 miles. Loco-motives. 5; cars, 19. General offices, McCarnick block. L. L. Nunn, president: J. G. Jacobs, vice president and general manager: J. J. Stewart, secre-

Scherker Hanggerf J. J. Stewart, Secre-tary and treasurer. Salt Lake & Ogden-48 miles. Loco-motives, 9; cars, 72. General offices, 161 south, Main street, Salt Lake. S. Bam-berger, president and general manager;

superintendent. San Antonio & Arkansas Pass rall-way-D. R. Gray, general agent, 201

risco From Ogden and intermediate 

To Ogden, Cache Valley, and all

#### Sanpete Valley.

26

much more work would have been ac-complished at this end. The line will have 300 miles in Utah, 200 miles in Nevada, and 350 miles in California. In

the latter state, the acquisition of the

Los Angeles Terminal gives the com-

pany fifty-five miles of road, eight loco-

motives and 180 cars. The company has received two additional locomotives

but for the present they are loaned to the Santa Fe. Contracts have been let and the transcontinental extension is

contest their right of way in the courts. Nothing has been done in Utah in the

way of track laying, and the engineers

have not as yet located the line into this city or out of this state. But in

Nevada, fourteen miles have been lo-cated, and under the agreement with

the Short Line a joint survey is being

made through the Meadow valley wash,

How long the litigation is likely to con

tinue is uncertain, but in this age of

compromises and combinations there

very short order, and without any pre-

steel rails have been made and motive power and rolling stock have been or-

dered with that end in view. And it is anticipated that by the time the

track reaches the Nevada state line dif-

fleulties at this end will have been set-

tled, leaving the builders to make a victorious march across the Sage Brush

The benefits to be derived to Salt Lake and this state from the building nore apparent than ever as time goes on, and it is the prediction in the rallroad world that when the through connection is opened up there will be

growth here that will be phenomenal. In the meantime the gossips in the

Denver newspaper world are killing time and wasting valuable printer's ink in building other outlets for Senator

Clark's road than Sait Lake City. The road will come here, but it is possible that the Rio Grande may build south-

west from Marysvale via Panguitch to Ploche and connect with the Los An-

geles line, giving it a special Colorado

connection for certain classes of through freights over the intended line

from Salina to Green River, Utah. Salt

Lake pins her faith on that road; so

This popular and profitable little road continues to do business at the old

stand with prospects of another prom-

ising season. It runs to Farmington, 18 miles, at present; but the hope and

expectation is for an extension to Kaysville, six miles further, before long, as there is a call for it. The pass-

enger business of the past year has proved from 10 to 15 per cent heavier

than the previous year, and the increas

Salt Lake & Ogden.

does Los Angeles.

state.

vious warning to the dear publi The feeling in California is that the road will be pushed through to Salt Lake City, and extended purchases of

be a settlement of difficulties in

There has been no change in the mileage or equipment of this line, which is doing an excellent business between Nephi and Manti as a feeder to the Short Line. But the tonnage in the famous brown stone from the Mt. Nebo quarries has steadily increased, as the new building of the "News" as well as other structures will indicate, and the quarry traffic for the coming year promises to be better than ever. This stone is equal to the best Portland, Conn., This stone brown sto

#### Salt Lake & Los Angeles.

This is the well known line running to Saltair Beach from this city, and the traffic the past year has been very profitable. The passengers carried dur Ing 1901 aggregated 186,306, as against 154,082 for 1900, an increase of 12,224. The tons of freight moved in 1901 amounted to 22,834, as against 10,899 for 1900, an increase of 11,935 tons. This is a very favorable showing for a form 1900, an increase of 11,050 tons. This is a very favorable showing for a four-teen miles' road. The tonnage of course is pretty nearly all sait. The road dur-ing the bathing season runs into the Rio Grande depot, but for the remain-dar of the year passance are taken der of the year passengers are taken at the corner of Fifth West and North Temple streets. The management of the road and the beach are separate, but it is reported that the railroad management will handle the business at the beach the coming season. The time of holding the annual meeting is in Jan-

anager for American S ielting & Re derson's stock in the city railroad for fining company at New York. \$25,000. February 4.-Incorporation of articles f Grand River, Castleton and La Sal 15-Largest engines in the West re-

ceived by the Rio Grande Western. Scheme of Los Angeles and Denver Feb. 11-A. J. Van Kuran, local treasurer, O. S. L., discovered to be a deroad excites Colorado.

17-Geo. W. Kramer appointed assist-12.-A. J. Van Kuron, local treasurer ant to President Jeffry. of the Short Line, defaulter for \$8,300. 30-Short Line and San Pedro clash 13 .- Southern Pacific closes deal with in Southern Nevada.

Short Line for 500 tons coal per day. 14.-Union Pacific buys right of way August 1-C. B. & Q. acquires Black Hills road. between Portland and Tacoma. 20,-President C. E. Perkins, of the 2-Announcement of consolidation of

Southern and Union Pacific offices in this city,

C. B. & Q. resigns, and is succeeded by C. B. Harris. C. H. Jenkinson ap-pointed local treasurer Short Line to succeed A. J. Van Kuran. 9-Rapid Transit and City Railway combine into a \$4,000,000, the consoli-dated Railway & Power company. 22.-Incorporation papers Empire Construction company filed. March 4.-D. S. Spencer made assist-14-Wilbur Coman, general agent of Oregon Short Line, resigns to become assistant general freight agent of O. ant general passenger agent Short Line.

11.-First intimation of sale of R. G. W. to D. & R. G. R. & N. at Portland. 15-Announcement of appointment of David R. Gray to be general agent in this city of all the Harriman lines. 12 .- Pennsylvania increases stock to

24-Auditor Heron Geddes of the Rio 21.-Articles incorporation San Pedro Grande Western resigns. road filed and officers appointed. 26.—George J. Gould buys Rio Grande Western on a basis of \$15,875,000 for the 26-J. F. Evans appointed assistant auditor Rio Grande system. 27-T. M. Schumacher appointed traf-fic manager of the Short Line. Santa Fe road decides to spend

Sept. 5-Arguments before Judge G. April 5 .- Right of way victory in Ne-vada for the San Pedro road. Short F. Talbot of Nevada in the U. N. & C. railroad vs the San Pedro. Line buys Utah & Pacific for \$1,500,000.

7-Street car barn burned; lost, \$80,-8.-Decision to build the Leamington cut-off. S. P. passenger train wrecked insurance, \$41,500, -Short Line building burned; loss \$250,000.

-Utah & Pacific reorganized with 19-Trans-Alaskan railway company W. H. Bancroft president. 11.-Business men's meeting invites projected; capital \$50,000,000. 30-Salmon river line completed to the Southern Pacific to enter Salt Lake Mackay.

Oct. 1-Announcement of E. H. Har-15,-San Pedro road granted right of riman's election to presidency of Southway through Pomona. 16.-W, P. Read, E. V. McCune and ern Pacific. 3-Short Line secures 4th, 5th and 6th

retary, treasurer and auditor; H. S. Kerr, superintendent and traffic mana-ger; William Watson, master mechanic. Chicago & Northwestern railway Chicago & Northwestern railway Northwestern line) F. E. & M. V., S. C. & P., C. S. & P. M. & O., 206 South Main street; C. A. Walker, general agent: D. J. Lindsay, traveling agent; S. S. Deutsch, city solicitor, Chicago, Milwaukee & St. Paul rail-way, 105 west Second South street; L. L. Downing, commercial agent; Kent O. Kyes, traveling freight and passen-ger agent; C. S. Williams, traveling agent.

West Second South street

agent. Chicago, Rock Island & Pacific rail-way (the Great Rock Island route), 100

West Second South; J. E. Oglesby, general agent: J. L. Yundt and J. W. Trewhela, traveling freight agents; E. Drake, traveling passenger agent; R. Adamson, soliciting agent; R. B. Donough, city passenger agent.

Colorado Midland railroad (Pike's Peak route), 206 South West Temple street; W. H. Donnell, general agent; George W. Feakins, traveling freight agent; Eugene Fox, traveling freight agent; U. S. Devor, traveling passenger agent.

Colorado Southern rallway, formerly Union Pacific, Denver & Guif, 52 West Second South. Hoyt Sherman, general agent.

Houston & Texas Central railroad, 201 South Main street, D. R. Gray, gen-

eral agent. Illinois Central-75 west Second South; Donald Rose, general agent; H. G. Powell, city solicitor.

Local Utah Railway association, room 3 Central block, C. H. Griffin, chairman. Mexican International railroad, 201

south Main street, D. R. Gray, general agent Missouri Pacific railway, 107 West



DENVER & RIO GRANDE LOCOMOTIVES-THE OLD AND THE NEW, 1871-1901.

The above cut illustrates cleverly and forcibly the remarkable increase in the size of locomotives since 1871, when the smaller of the two engines was built for the D. & R. G. Railway. The latter is a little narrow guage affair, a pioneer in Colorado railroading, and probably does not weigh over forty tons. The larger engine is one of the latest productions of the best talent in the Baldwin shops and shows the improvements in locomotive construction right up to date. It will be noticed that the top of the stack of the ancient machine does not quite reach to the top of the boller of the modern mastodon. The contrast is indeed striking.

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San Pedro, Los Angeles & Salt Lake Raffroad Co., 401-407 McCornick block; Raifroad Co., 401-407 McCornick block; H. M. McCartney, first assistant chief engineer.; J. K. W. Bracken, agent; C. O. Whittemore, general attorney. Oregon Short Line, Union Pacific, Oregon Railway & Navigation Co., Southern Pacific-Freight depot; D. R. Gray, general agent; Robert Craig, chief clerk; W. S. McCarthey, city freight agent; F. H. Plaisted, I. N. Fulton, M. K. Minson, traveling freight and passenger agents. Passenger de-partment: L. J. Keyes, H. W. Nason ity passenger and ticket agents; J. H.

Douglas, city passenger agent. Utah Demurrage bureau-Room 3, Central block; C. H. Griffin, commis-

Western Rallway Weighing Association and Inspection Bureau-Room 3 Central block: C. H. Griffin, agent.

Wells, Fargo Express—A. C. French, agent; H. C. Smith, cashier; Herbert Lewis, o. h. clerk; J. F. Derbidge, money clerk; R. W. Goddle, depot agent; R. H. omley, night depot clerk .

Western Passenger Association-Room 3, Central block; C. H. Griffin, joint agent.



Street railway history in this city for the past year has been of marked importance. On August 1 the control of the Rapid Transit company, with its thirty-one miles of track passed into the hands of the old city railway, giving the new concern 76½ miles of track, and the old city railway company was reorganized as the Salt Lake Consolidated Rallway and Power company, with Charles L. Rood as president in-stead of A. W. McCune, whose frequent absence from the city made attention to the duties of his office entirely uncertain. President Cameron of the Rapid Transit then retired to the classic hills of New Hampshire, where he gave his time to polo, hocky, tally-ho and simi-lar interesting methods of asphyxiating time. So the Consolidated company has now most of the local street rallway lines within its management, the sol exception being the West Side Rapid Translt, which runs from First West and Second South streets southwest into the suburbs. During the year the company has

added to its equipment 2½ miles of track on Seventh East street, to Calder's park, on West Temple street half a mile has been built from Ninth to Tenth South; and the track on Third to Tenth South; and the track on Third South between Fifth and Seventh East streets has been doubled. In all, 3<sup>1</sup>/<sub>4</sub> miles of track have been built. The company is laying 72-pound steel in the paved district of the city, and the dou-ble track on west Second South street will be thus relaid as soon as the Alca-traz Paving company leaves the street in shape for it to do so. Extension <sup>1</sup>/<sub>9</sub> Bingham Junction and Bingham has been proposed and plans drawn, but the been proposed and plans drawn, but the movement at present is not fully deeld-ed on. The company was intending also to build a \$300,000 power plant on the west side the coming year, but after a Chicage destination exact, but after a Chicago electrical expert had looked over the ground, he concluded that the present sources of power could be sufficiently enlarged to meet all demands for some time to come, and the pro-posed west side plans will be held in abeyance for the present. However, the company is prepared to take the step when the exigencies of the situation demand it.

The Consolidated company received ten new double truck cars from the Laclede car works this year, capable of Laclede car works this year, capable of seating thirty-six people, and six old Stephenson cars have been made over into four other double truck cars, mak-ing a grand total of 108 cars, of which 54 are in active operation. Then six ex-tra large cars have been ordered from the Laclede works for next summer's Calder's park travel, and two cars are to be built from four of the old Starb to be built from four of the old Steph-enson cars which, of course, will be un-usually large and hold guite a crowd of people. The company has replaced four miles of old trolley wire with heavy



of Usab. Open day and night. Factory and Watercoma No. 268 E. First Souht, 15 blocks cass of Theaten.

City Ticket Office, 100 W. 2nd South, Balt Lake City.

