

SEEMS TO BE NO WAY OUT OF IT

Railroad Necessities Make Closing of Third South Unavoidable.

DANGER REALLY LESSENED

And Inconvenience and Obstruction to Traffic Actually Reduced to a Minimum.

It seems that the principal objection of many of the west riders to the union passenger station is the fact that in its construction, according to contemplated plans, Third South street will be closed for some time that if this street is closed so that the ordinary citizen could continue uninterrupted to the objection to the construction of the station would be very materially reduced.

It is stated by railroad men that Third South must be closed up, otherwise the use of the most desirable features of the union depot would be left out. It is the desire of the railroad company to construct the passenger station so that the grand entrance shall be on Third South, giving an imposing appearance to the structure and making a convenient approach to the station. Then it will be observed today that the railroad men are taking the trouble to investigate, that on the north and south sides of both the Oregon Short Line and the Rio Grande Western the highways are impassable during the winter months on account of the fact that trains are obliged to stand in these streets because of a lack of space. If Third South street shall be closed, and the union depot shall be of the length of two entire blocks, the inconvenience and annoyance to the public will be greatly lessened. It is claimed that the closing of this street will prove a great detriment to the business of the city, but the attention is drawn by the people to a consideration of the fact that it would be better to have one street closed—with a knowledge that it is closed—than to have four streets which are closed and which are really impassable.

PROPERTY NOT INJURED.

There is really no deterioration of value of property in the west part of the city. It is further argued, for the simple reason that with the present and prospective increase of railroad business the companies are and will be continuously adding to their force of men, and these men will be looking for homes as near to their point of employment as they can possibly get them.

BAR TO PROGRESS.

"It seems strange to me," remarked one gentleman today, "that people should attempt to throw obstacles in the way of the consummation of a project which is bound to result in good to their city. If a man desires to go to the merchandising business it is necessary for him to purchase a site for a building, erect his business house and get behind the counter and sell his goods. People want the goods and consequently come in to buy, being naturally pleased because of the fact that there is such a convenience as to which they can make their purchases. Now, the railroads have sent millions of dollars in order to place themselves in a position to do business for the people and for their convenience and for the purpose of making money, as does the merchant. If the railway companies want is a place in which to do their business, and in which the public can do business with them, in the most convenient manner possible to both. They are willing to pay for all the land necessary on which to place their structure and at the same time make the railroad feature more valuable to the city than these objects live. It seems to me that a simple block in the way of progress."

TWO MAIN TRACKS.

According to plans there will be but two through tracks on Fourth West street, the branches of either main line ending off from the main tracks at adjacent points. It is the intention of the proper safeguards at the points which may be considered dangerous so as to reduce all risks to a minimum. The expenditure of near a million dollars in the construction of buildings and laying of track is also being made on both sides of the street to settle the matter amicably and for the best good of all.

COMMITTEE MEETING FAILED.

Spring to a failure on the part of the committee on streets and municipal laws to secure a quorum last night the question of the union depot franchises was continued until Friday evening. The necessity for a further adjournment was a source of much annoyance and disappointment to the representatives of the railroads and the citizens. It is thought by many that the question will after all be over to the next administration.

ELECTROLYTIC ACTION.

Leakage of Electricity Becomes a Matter of Consideration.

The law department of the Chicago city government is preparing an opinion as to the power of the city to force street railway companies to provide their rails with proper connection to prevent leakage of electricity, and the consequent damage to water and other pipes laid below the tracks. A burst of water main was reported, and the city engineer, on laying bare the six-inch pipe, that a hole an inch in diameter had been eaten entirely through the pipe, while in other portions, immediately about the leak, the pipe was almost as badly eaten away. The leak was found below the surface of the ground, immediately under a street car track, and when excavation was made, it was found that a large hole had been eaten through the iron. This was also nine feet below the street level.

THEY WANT TO KNOW.

The Interstate Commerce Commission has announced an investigation in the matter of changes in freight classification and rates in freight rates.

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feet for several years. These complaints alleged that the new classification and rates would subject shippers and shippers in official classification territory to unreasonable charges, unjust discrimination and undue prejudices and disadvantage. The order of the commission states that it appears from an advance copy of the new classification that a very large number of changes from a lower to a higher class will be made and that existing differences in classification between carload and less than-carload quantities of freight will be thereby considerably increased.

READJUSTMENT REMOVED.

Conference Between U. F. and Oregon Navigation Officials.

The New York Times today says: Following the arrival here, which President Burt of the Union Pacific Company, a conference was held on the part of Union Pacific and Oregon Navigation officials. It was rumored that a readjustment of Oregon Navigation affairs is contemplated, but nothing definite on the subject can be learned. At the office of the company it was said that purely routine affairs were discussed at the meeting. In connection with President Burt's visit, it is said that the annual report of the Oregon Navigation Company will be presented in a few days and will show over 4 1/2 per cent earned on the common stock.

COMPANY NOT RESPONSIBLE.

Coroner's Jury Finds that Peterson's Death Was Accidental.

A short time after the accident at Provo yesterday afternoon, which resulted in the death of E. H. Peterson while uncoupling cars, an inquest was held by Justice S. K. King, with Peter Stubbs, Jerry Cluff and L. F. Halliday as jurors. Testimony was taken from two eye-witnesses of the accident, H. S. Beebe and W. S. Gibby. They both said that Peterson was standing with his legs extended, coupling the air-brake, when he slipped and fell. He was rolled a short distance and then the wheels of the car passed over him. There was no alarm given until the train had passed completely over him, when the rear brakeman saw the mangled body and signaled the engineer. When the body was reached life was extinct. Blood, pieces of flesh and bone were scattered along the track for about two rods, and some hung on the brakebeams. The train crew testified that the train was running very slowly at the time of the accident. Deceased noticed the signal to pull out just before the accident.

As stated in yesterday's "News," death was shown to have been instantaneous and that the unfortunate young man could never have realized his terrible position after falling.

The remains were today taken to Pleasant Grove for interment.

WANTS TO EXTEND.

Colorado Southern After the Sierra Madre Railway in Mexico.

Gen. G. M. Dodge of New York, chairman of the board of directors of the Colorado & Southern railway, with six other directors, representing the Rock Island Railway and New York, owners of the Sierra Madre railway, are in El Paso, Texas. It leaked out from official sources that the object of their visit is to inspect the Sierra Madre railway, which connects with the Colorado & Southern at the Mexican Pacific coast. Gen. Dodge and others, after inspecting the line, go to Mexico City to procure the concessions for the extension. It is the object of the Colorado & Southern and Rock Island railway to connect with the El Paso & Northwestern, and by absorbing the Sierra Madre, obtain direct connection with the Mexican coast of the Pacific. The Sierra Madre terminates at Casas Grandes, Mexico, 150 miles south-west of this point, and when extended will tap a vast coal, timber and mineral region in Sonora.

Income of Railroads.

From the preliminary report on the income account of railways in the United States for the year ending June 30, 1899, compiled by the statistician to the interstate commerce commission from the returns of operating railway companies, representing 285,245 miles of line received prior to Nov. 24, the following items are taken:

The gross earnings of the railways embraced in this advance report were, for the year ending June 30, 1899, \$1,397,253,454, or \$7.67 per mile of line. These earnings were assigned as passenger earnings, \$369,227,319; freight earnings, \$912,353,438; and other earnings from operation, \$53,667,677. The gross earnings shown in the report for 1898 were nearly \$60,000,000 less than this amount.

The operating expenses for the last fiscal year were \$822,428,165, or \$4.60 per mile of line. The net earnings, or income from operation, were \$574,825,279, an increase of \$3,037,204, being shown in this item for the year. Income from sources other than operation, amounting to \$40,176,168, was received by the railways, included in the report. This amount, however, should be accepted as clear income from investments to the railways as a whole for the reason that a large portion of it was received as interest on railway bonds and dividends on railway stocks owned, and it is, therefore, largely offset in the aggregate deductions from income given in the form of interest and dividend payments.—St. Louis Globe-Democrat.

Lincoln Will Remain President.

The Chicago Tribune today says: President Robert T. Lincoln of the merged Pullman and Wagner Palace Car company will remain at the head of the new corporation. It has been reported from time to time that W. S. Webb, a brother-in-law of W. K. Vanderbilt, would succeed Mr. Lincoln, but it was learned that the executive management of the new company would be directly the same that has conducted the Chicago corporation with notable success.

An Important Test.

Your Life May Be Prolonged by Applying it.

Do you realize the importance of the Kidney and Bladder? When diseased they make a lot of trouble—tear down the system and create gravel (stone in the bladder). Women often suffer from so-called "female weakness," when their trouble really lies with the Kidneys and Bladder. Try this test. Put some urine in a tumbler. Let it stand twenty-four hours. If there is a sediment, a cloudy or milky appearance, your Kidneys are sick. If you are obliged to urinate often, especially during the night; if your urine stains linen, if you have aching pains in passing it, if your back pains you, your Bladder and Kidneys are diseased; you should at once take the greatest of all Kidney medicines, Dr. David Kennedy's Favorite Remedy. It has cured the most distressing cases; it will cure you.

It corrects the bad effects of beer or whisky, will cure old and chronic cases of Rheumatism and Dispepsia and acts gently yet promptly on the Bowels. Favorite Remedy is sold for one dollar a bottle at all drug stores.

You may have a trial bottle of Favorite Remedy with a pamphlet of valuable medical advice sent free by mail post paid, by sending your address to Dr. David Kennedy's Favorite Remedy, 214 Washington Street, New York City. The proprietors of this paper guarantee the genuineness of this liberal offer.

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Cuticura SOAP

For Sanative Uses.

Its remarkable, emollient, cleansing, and purifying properties, rendered it a favorite with the medical profession, and the great skin cure, warranted the use of CUTICURA SOAP, in the form of baths for any itching irritations, inflammations, and chafings, for too many, and often a permanent cure, and also in the form of internal washes and solutions for cutaneous weaknesses, and for many sanative and antiseptic purposes which readily suggest themselves to women, and especially to mothers. The use of CUTICURA Ointment with CUTICURA SOAP will suggest itself in the severer cases.

Sold throughout the world. Prepped by Dr. J. C. C. CO., Proprietors. CUTICURA SOAP, 100, 100, 100.

Classification Completed.

Milwaukee, Wis., Dec. 8.—The Western classification committee finished its work tonight, and all the members departed. The Western roads were represented by sixty-one votes, and some 500 changes in rates and classifications were made. The members of the committee refused to give out any information until the regular tariffs were issued. The committee decided to meet again on the first of next May at Glenwood Springs, Colo.

To Succeed Deceased Director.

New York, Dec. 8.—At a meeting held here today Marshall Field of Chicago, was elected a director of the Northwestern Railroad company in place of the late John I. Blair.

RAILROAD NOTES.

Hoyt Sherman went north today.

A new Y has been put in by the Short Line at Idaho Falls.

A new station has been opened at Haworth, Kansas, by the Burlington & Missouri River railway.

The payrolls for the past month on the Utah & Pacific are being signed by Treasurer C. W. Nibley.

An extension of the Burlington to the North Platte will probably reach Geddes, Wyoming, next spring.

Ogdenites build considerable hope on the prospect of the Union Pacific railway erecting enlarged shops at the Junction City.

Chief Engineer Jos. A. West, of the Utah & Pacific, is up from the south, coming on account of the illness and death of Apostle F. D. Richards, who is his father-in-law.

Returning guest of the St. Anthony people are physically exhausted only through the excess of kindness shown them, both by the Idaho people and by the Short Line officials.

"Yesterday and Today; a History" is the title of a new number of the Chicago & Northwestern's series of circulars which has been issued from the press.

The construction of the last eighteen miles of line to St. Anthony was under the direction of E. B. Nicholas, with 550 men at work. Harry Cleaver got the first order for a carload of freight to St. Anthony—a car of oil.

A pension system has been under consideration for some time by the Pennsylvania Railroad Company and arrangements are now almost complete for its adoption. Under it old employees who have served the company for twenty years will be retired from service under pension.

Work on the extensive improvements to the Burlington railroad in Illinois, Iowa and Missouri has practically been completed, and it is estimated that the cost of the work already done and that which now is being carried on will aggregate nearly \$2,000,000.

The Burlington recently completed its campaign for education, taking thirty-two of its passenger men through eastern cities through South Dakota, Montana, Wyoming, Nebraska, Iowa and Illinois. Sufficient time was given to examine the industries of these states to enable the railroaders to tell their eastern patrons exactly the conditions that obtain in the West today.

The Oregon Short Line has given notice that on and after Jan. 1 the company will not honor requests for trip, time, or annual passes for employees of other railroads, or their families, unless signed by the president, vice president and general manager, or general superintendent, or counter-signed by some person especially designated. Requests for passes for officers and employees of the Short Line road will not be honored unless signed by an officer of the rank indicated or properly countersigned.

General Passenger Agent Burley, of the Short Line, is making special efforts to bring settlers into Idaho, says the Boise, Idaho, Statesman, and in meeting with very great success. Large numbers are being located about Nampa. Traveling Passenger Agent H. E. Dunn was in the city Wednesday with a party of thirteen of these settlers. They are from Dakota, from which section many of the new citizens for Idaho are being sought. The visitors were highly pleased with what they saw here and were particularly delighted with the weather. It seemed like spring to them, for they have been accustomed to real winter at this season in the State from which they come. All but one of the party will remain in the State.

Ten powerful locomotives for passenger service have been added to the equipment of the Burlington lines in Nebraska. They were built at the Baldwin Locomotive works from designs furnished by the Burlington. The big machines have already made some records pulling heavy trains across the Nebraska plains. Some of the dimensions are of uncommon interest. The driving wheels are six feet in diameter. The tender carries ten tons of coal, and has a water capacity of 5,000 gallons. The weight of engine and tender is 243,300 pounds. The cab is arranged to give the engineer the best possible chance to work. The levers are within easy reach of his seat, while the right side of the boiler has been stripped of machinery in order to give the engineer a chance to look ahead without having his vision blurred by escaping steam.

YOUNG WOMAN'S JOURNAL.

The cheery Christmas number of the Young Woman's Journal is ready for sale. It opens with a poetic romance founded on an historic incident of ancient America, and is illustrated with tasteful drawings. Other features appropriate to the festive season are the "Christmas Church Services of the Twelfth Century," "One Christmas Reality," a quizzical review of pioneer life enlivened by pen and ink sketches, a suggestive editorial on Christmas gifts and ideals, and a Christmas poem of genuine feeling and appealing grace, which has a lovely illustration executed by a Utah artist. "Be with Me" is a hymn intense in expression and beautiful in fervent thought. "The Spirit of the Lord and that of the Gospel" is a good Gospel article. "Early Day Art in Utah," "Rustic," and "The Military of Frederick the Great" are each entertaining and educational. Young Woman's Journal, Salt Lake City. Price \$1 a year.

BIG BANQUET OF THE Y. M. C. A.

Young Christians Pleased Recipients of Honors from the Ladies.

SPEECHES AND FINE FEAST

"The Highest Life," "Duties of Members," and Other Themes Interestingly Discussed.

The members of the Young Men's Christian association were elaborately feted by the ladies' auxiliary last night, in the association's gymnasium, which was decorated for the occasion in flowers and flags. There were several good speeches made, interspersed by yells from the football team. Several tables were spread in excellent taste, and decorated with flowers and attended by young ladies.

Dr. C. T. Brown read an interesting paper, after which the company, which numbered about one hundred, sat down to the banquet.

Secretary John T. Axton acted as toastmaster, in the absence of President E. G. Rogdon.

THE HIGHEST LIFE.

The first speaker was Rev. A. H. Henry, whose subject was "The Highest Life." The man who was simply conspicuous was not great, said he. The football player was not distinguished for mentality. Though he was not opposed to athletics, the speaker did not favor them to such an excess as pugilism and the like. The highest life is found in the Nazarene, who was at home with the great of earth, with the poor, the maimed and the children. The elements in ourselves is the most perplexing problem that is confronting us. We are allied to the brute through our physical nature, as we get hungry, tired, grow old and die like the brute, but, we are also allied to something higher than the brute, through our spiritual nature. The speaker said he was a firm believer in the Y. M. C. A., and the spirit it manifested.

MEMBERSHIP TALKS.

Short talks on memberships were then made by George Ingham, Horace Tucker, S. B. Wood, Frank Walden and Jacob Swart. These young men all pleaded for a more enthusiastic spirit among the members, and urged them to be more diligent in their efforts to increase the membership.

OBLIGATIONS OF MEMBERS.

Dr. E. V. Silver then spoke on "What the Members Owe to the Association." Some, he said, owed their dues, some owed the association another member, in fact they owed the association something from every line in which they walked.

DUTY OF BUSINESS MEN.

"Why the Business Men Should Support the Association" was the theme elucidated by Frank B. Stephens. The association, he said, had a great attraction for the business men, as they could look into it and find young men who had a definite purpose in life, young men who want to make something of themselves. He thought the municipal reform would come through the members of the young men's societies, hence they were looked upon by the business men with great favor.

SECRETARY AXTON SPEAKS.

Mr. Axton then mentioned that it was his sixth anniversary as secretary of the association, and he wondered if he was the right man to stand there as that officer.

There were loud cries of "Keep standing," accompanied with hearty applause.

DR. PADEN.

Dr. Paden then spoke earnestly on "Worth of the Work of the Y. M. C. A.," relating some of his early experiences with the Y. M. C. A., and telling of its influence in the heart of a great city.

CHEERS FOR THE LADIES.

After three rousing cheers for the ladies who had prepared the banquet the guests departed to their several domiciles.

The committee in charge consisted of: Mesdames Giesy, D. H. Twomey, Hudson Smith, J. Schenck, Rippete, Curtis and Melton. They were assisted by Misses Twomey, Echert, Curtis, Lacy and Winifred Gatrell, Stella and Sue Clark, Pierce, May Mayne, Ethel Ott, Trenam and Rippete.

A SURE CURE FOR CROUP.

Twenty-five Years' Constant Use without a Failure.

The first indication of croup is hoarseness, and in a child subject to that disease it may be taken as a sure sign of the approach of an attack. Following this hoarseness is a peculiar rough cough. If Chamberlain's Cough Remedy is given as soon as the child becomes hoarse, or even after the croupy cough appears, it will prevent the attack. It is used in many thousands of homes in this broad land and never disappoints the anxious mothers. We have yet to learn of a single instance in which it has not proved effectual. No other preparation can show such a record—twenty-five years' constant use without a failure.

THE WONDERFUL PIANOLA.

A New Musical Instrument For Playing the Piano.

Not an Attachment, But an Instrument Complete in Itself.

Every Owner of a Piano Will Want a Pianola.

For many years owners of pianos have felt that a great portion of the enjoyment that a piano is capable of giving was escaping them. Once in a year or so, perhaps, some highly gifted musician would play their piano for them as it should be played, but the rest of the time only music of a comparatively primitive sort could be heard from it. For the skill necessary to bring out the full power and beauty of a piano required a life time of study and practice. But now this is all changed. With the advent of the Pianola, you yourself can play everything that Paderewski played, and, if you have a musical temperament you can play every piece with the most consummate skill and expression. The Pianola is in no sense an automatic player—you can play, for instance, the "Invitation to the Dance" in twenty different ways, as Rubinstein used to play it, or De Pachman, or Sauer, or any other artist whose conception is your ideal. The whole secret of the Pianola is this—instead of playing with ten fingers (stiff and unruly fingers, too) you play with sixty-five pneumatic fingers, each one light as a feather and yet possessing prodigious striking power. But we are giving Pianola exhibitions all day long on the main floor of our salesrooms. Why not step in and hear and play the Pianola? Visitors are not asked to buy, and we have yet to hear of a visitor who did not feel repaid for a visit. Pianolas are not expensive. They are small and neat in appearance, and when not in use may be placed against the wall. We sell them on monthly payments when desired.

Persons out of town are invited to send for a descriptive catalogue.

Oregon Short Line Railroad.

TIME CARD IN EFFECT OCTOBER 15, 1899.

ARRIVE.

From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver. 3:30 a. m.

From Ogden, Portland, Spokane, Butte, Helena and San Francisco. 9:35 a. m.

From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco. 3:30 p. m.

From Portland, Seattle, Tacoma and Tacoma. 4:30 p. m.

From Tintic, Mercer and intermediate points. 6:30 p. m.

From Provo, Ogden, Brigham, Ogden, and intermediate points. 6:40 p. m.

From Ogden, Butte, Helena, Portland and intermediate points. 7:30 p. m.

From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver. 7:30 p. m.

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