WITH ADMIRAL SAMPSON

Report of the Operations of the United States Squadron.

SEARCH FOR CERVERA'S MISSING FLEET.

Trouble with Monitors—Gen. Shafter's Note as to Why Attack on Water Front Was Not Accomplished.

Washington, Oct. 22.—The navy department has made public that portion of Admiral Sampson's report covering the conduct of the fleet under his command in its operations in the West Indies for about two months prior to the destruction of Admiral Cervera's ships on July 3rd. It is made up largely of official despatches and the movements of the fleet, with explanations and comment by the admiral. The report is dated August 3rd, on the flagship New York, and begins with a statement of the determination of Admiral Sampson to send a boat by the very dangerous passage for space in the Windward passage for the purpose of observation, because of information received of the sailing of Admiral Cervera's squadron from the Cape Verde islands.

On the day succeeding the departure of Admiral Sampson from Key West, which began on May 19, Admiral Sampson says there was considerable trouble with the monitors, because of the inefficiency of their ships and which had to be taken in tow, Lieut. Commander Wainwright in command. The coal supply was so small that it was at once evident that they must be cared for expeditiously, or be in great distress. The admiral says:

"Had the sea been rough, or had the enemy appeared in the meantime, my squadron would have been at a much better position for an engagement than it would have been elsewhere. Subsequently, after engaging the batteries of San Juan, it was evident that their condition was very bad. Owing to the great sinking of these vessels, even in a very moderate sea, they were capable of fire with any degree of accuracy."

HARD TO BE AVOIDED.

Among the telegrams received by the admiral from the Department at Washington, while off Cape Haitien, was the following:

Washington, D. C., May 8, 1898.—Do not run simple your vessels against fortifications so as to prevent from your control a possible sortie of Spanish fleet composed of Pelayo, Carlos V, Oquendo, Vizcaya, Maria Teresa, Cristobal Colon, and destroyers. Keep your boats if they should appear on south side. LONG.

On the 6th there was a consultation on board the flagship, and the admiral says that he decided to stand on to the eastward of Cape Haitien, and off Port Antonio, in the chance of finding the Spanish squadron at that port, or, if not, to run and successfully destroy, if possible, it would be at least blockaded and held.

OPERATIONS AT SAN JUAN.

The squadron arrived off San Juan in the morning of the 12th and the bombardment of the place ensued. In the report of the affair of that place, the admiral says:

"It was clear to me mind that the squadron would not have any great difficulty in forcing the surrender of the place, but the fact that we should be obliged to carry a landing force with arrangements for holding it, that part of our force would have to be left in the vicinity of the city of Santiago to garrison it, that the movements of the Spanish squadron, our main objective, should be unknown, the firing squadron was still north and not in a position to support any call, this Havana, Cervera's squadron, would have time also to carry by such a force as his while we were a thousand miles away, and make a concentrated movement toward Havana improved. I thus telegraphed gave me to project against San Juan, Puerto Rico, and Cuba or Havana."

Several telegrams are here presented, based on reports that Cervera's squadron was off Cuba and that he had in view to relieve and capture San Juan, the hinge of the operations. The admiral says he was in the event of Admiral Cervera's failure to cross the Atlantic.

Shortly after news was received that the Spanish fleet had appeared off Cuba, the following, from the navy department, was received from the department, addressed to Key West, to which place the flying squadron had been ordered and the admiral's fleet had already been ordered.

Arrangements were then hurriedly made and the flying squadron, augmented by the other vessels, under Commodore Schley, was sent off Cuba, where it was believed the enemy would go, in which case an effort was to be made to engage and capture his ships. Instructions were given the chief officer in command of the blockading squadron off the port of Havana or Cienfuegos, Key, in either case, to remain with his own squadron.

From telegrams presented by the admiral from the department about May 20, it appears that reports had reached the department that the Spanish fleet was at Santiago, so the department ordered Sampson to send Commodore Schley to proceed to that place, leaving one small vessel off Cienfuegos. On May 21st instructions were given by the department to Commodore Schley and now 20th via the Bahamas, regarding the possibility of the Spanish fleet being at Santiago. They are, in part, as follows:

ORDERS FOR SCHLEY.

United States flagship New York, Key West, Fla., May 21, 1898.—Spanish squadron probably at Santiago in Cuba—four ships and two destroyers. If you have reason to believe they are not at Cienfuegos, proceed with all despatch, but cautiously, to Santiago de Cuba. If you find the enemy is there, blockade him in port. You will probably find it necessary to establish communication with General the insurgents—Sabermon, or others—to aid, politely that the ships are there. It is not impossible to see into it from the outside.

The admiral said he felt much concerned as to the safety of Schley's ships, and sent a duplicate by the Mack, with an additional memorandum, in which he expressed the belief that if the information did not reach Commodore Schley before daylight of May 26th he would sail on that day in direction he should take as much as possible. In addition "Follow that Spanish squadron wherever direction they take."

The admiral off Havana gives copies of orders of battle which were to be followed in the event that Cervera left Santiago on the approach of Schley's fleet from Cienfuegos, and attempted to cross around the coast to Havana. In which case the Havana squadron would attempt to intercept him by going out about 10 miles beyond the junction of Santiago and Nicholas channels. Strict orders were given for screening lights and to see that boats were sufficiently shown. The squadron was to cruise generally to the eastward in the day and westward in the night.

MONITORS WERE SLOW.

In one of his despatches the admiral complains that his movements are greatly hampered by monitors constituting the principal force under his command.

On May 26th or thereabouts the report, Commodore Schley expressed the belief that the Spaniards were at Cienfuegos. On the 27th the admiral sent word to Schley, directing him to proceed with all possible speed to Santiago because of information received that the Spaniards were there. At the same time orders were sent to have the collier Sterling dispatched to Santiago with an expression of opinion that the commodore should use it to obstruct the channel at its narrowest part but not to block the harbor. The details of the plan were left to the commodore's judgment, as he (Sampson) had the utmost confidence in his ability to carry the plan to a successful conclusion, and earnestly wished him good luck. Sampson apparently felt relieved at the presence of the Spaniards at Santiago and urged that the harbor must be blockaded at all hazards. Schley, meanwhile, was there blockaded. The admiral congratulated the commodore on his success, and directed him to maintain a close blockade at all hazards, and especially at night.

RUN TO EARTH.

Then follows telegrams from Schley showing that he had recognized the enemy's fleet in port, and from Secretary Long to Schley, pointing out that the most absolutely urgent thing was to close the entrance to a harbor the Spanish ships were in the harbor. If they were, an immediate army and navy movement was to be made. In one dispatch the secretary said, it would be discreditable to the navy if the presence of the Spanish fleet were not ascertained immediately. The commodore's despatch evidently had not been received at the department when secretary Long's telegrams were sent. Meanwhile Admiral Sampson had made arrangements for his proceed to Santiago with a member of his vessels. He arrived there June 1st.

Then follows a historical resume of the doings of the fleet when off Santiago, of the bombardment of the ports, of the taking of the Spanish ships, of the landing of the Marblehead and the Yankee, copies of memorandums relating to the blockade of Santiago, telegrams bearing on the proposed army movement at Santiago, etc., and practically the remainder of which is left in official telegrams.

THOSE REQUESTED.

On June 6th the admiral stated upon the Department, as he had previously done, to expedite the arrival of the troops for Santiago, the difficulty of attacking the Spanish ships daily increasing. On June 8th a despatch was received showing that the army expedition was temporarily stopped because of the reported observation of additional Spanish vessels in America waters. To a memorandum dated June 10th, the admiral says:

"The commander-in-chief desires officers and men to be recognized by the blockading fleet, especially during the Jerome, and it is now directed that all ships keep within a distance of the entrance of Santiago of four miles, and this distance must not be exceeded.

"If the vessel is coaling, or is otherwise restricted in her movements, she must, nevertheless, keep within this distance. If at any time the flagship makes signal which is not understood, any vessel, such vessel must at once approach the flagship or the relaying ship to a point where she can read the signal.

"Disregard of these directions which have already been given, has led to endless confusion. Many times during the day the fleet is so scattered that it cannot be perfectly possible for the enemy to come out of the harbor and meet with very little opposition. The commander-in-chief feels that strict attention will be given this order."

WEATHER EVER OPEN.

The admiral reproduces the order of battle issued on the sinking of Shafter's army corps June 22nd, in this order the following occurs: "The attention of the commanding officers of all vessels engaged in blockading Santiago de Cuba is currently called to the necessity of the closest vigilance from this time forward, both as to maintaining stations and readiness for action, and to keep the enemy's ships upon the harbor mouth. If the Spanish Admiral ever intends to attempt to escape that attempt will be made also."

The admiral here remarks that much trouble was experienced in trading on account of the wandering propensities of some of the transports which had to be hauled up. The progress of disembarkation was rendered numerous difficulty by a heavy surf. The Spanish fleet which was the first had been followed their entry in a still less of the coast of Zafranala.

TORPEDOES FOR CERVERA.

It appears that according to a dispatch to Secretary Long, dated July 20th, the channel at Santiago not having been obstructed by the sinking of the Merrimac, Admiral Sampson was preparing a torpedo attack to hasten the destruction of the Spanish vessels, although he regretted according to this method because of difficulties and small chance of success. He would not do this, he says, were the present time to be kept here to be feared a capture which he believed would terminate the war.

The above telegram was sent, the admiral explains, with reference to the proposed detachment of some of our heavy ships for service abroad (the proposed expedition to the Spanish coast), reports from Secretary Long stated that this expedition was to consist of Oregon, Iowa, Newark, Texas, Yankee and Dixie and they were to go to the Azores for orders. The others were to join the fleet at the Azores.

SHAFTER'S DISPATCH

On June 30th the admiral received a communication from Maj. Gen. Shafter announcing that he expected to commence the Siboney morning and asked that he (Sampson bombard the forts at Aguadores to support a regiment of infantry and make such demonstration as he thought proper at the harbor's mouth, so as to keep in mind of the enemy's fleet as possible. This request was complied with and on July 1st Gen. Shafter asked that the admiral have his fight on the Santiago water front. On July 1st the following was received from General Shafter:

"Terrific fight yesterday, but we now is now strongly entrenched about three-quarters of a mile from the enemy's works, where officer immediately in force the entrance to avoid future losses among my men, which are already heavy. You can assist me with two lots of life that I can. Please telephone answer.

A reply was telephoned this, Shafter from Admiral Sampson through Lieutenant which said the admiral had combined the Texas, Marblehead and Gloucester and also Punta Gorda battery beside, shooting their fire and asked whether he (Shafter) wished further force on the admiral's part. The explanation was made that it was impossible to force an entrance until the enemy was dislodged from the forts of some time after he forts were taken possession of by the troops. To this Gen. Shafter replied:

"It is impossible for me to say when I can take batteries at entrance of harbor, but they are cut off from the rear. These which we have been pitted against, it will take some time and a great loss of life. I am at a loss to know why you cannot silence under a destructive fire as well as the army. My loss yesterday was over 500 men. We all manage here to do everything in sight of you and demolished. I expect, however, in time and with sufficient men, to capture the forts along the bay."

Admiral Sampson then says: "I wrote then, that the forts must be silenced and began making preparations to counterattack and with the object of escaping an attack upon the Spanish fleet at the entrance, a visit was arranged with Gen. Shafter on the matter might be thoroughly discussed and combined action taken thereon. I had in view the employment of the marines for an assault on either the Morro or Socapa batteries, while at the same time shelling the defenses at the entrance with the fleet.

THE MANY MINES.

United States Flagship New York, first rate, off Santiago de Cuba, July 3, 1898.—My Dear General:—I have your note of this morning, and I regret very much that I cannot do what you asked in addition to what he told you that the forts which we shelled were not the forts which would give you an impression in capturing the city, as they cannot fire except to seaward. The vessels were under our guns and in the harbor of Santiago. Our transports, the first has been that the channel is the harbor which I will strew with mines which would certainly result in the sinking of one or two of our ships if we attempted to enter the harbor, and by the sinking of a ship the object of the attempt is entirely defeated, but would be treated by the prevailing of further progress on our part.

"I can say to you that an attack on your part on these shore batteries from the rear would have as it likely to cost you the loss of a ship.

"If it is your earnest desire that we should force the entrance I will at once appear in underside. I think, however, that our position and yours would be made more difficult if, as is possible, we fail in our attempt.

"We have in our midst at Guantanamo forty transport-sinking mines, which I will bring down with me and place as soon as possible, and if we can succeed in forcing the entrance of mines by their means, I will show the way.

"This work, which is unfamiliar to us, will require considerable time. It is not my duty to inform you that I am ready at any moment to force the entrance. Loss of ships, which has until now, deterred us from making a direct attack upon the ships within the harbor. Very truly,

W. T. SAMPSON,
Rear-Admiral, U. S. N.

July 3rd—The north of Admiral Cervera's squadron and its destruction has been made the object of a separate paper and need not be repeated here. This event crowns the Santiago campaign, terminating with complete success the arduous work of almost exactly three months.

It is apparent from the following despatch from Adjutant Secretary Allen to the commanding officer of the fleet and which appears in the correspondence that the department felt some apprehension regarding the insurgent designs of the Austrian gunboat Maria Teresa, which cruised in the West Indies during the war.

Washington, June 15.—Austrian gunboat Maria Teresa is said to be in Havana. Instructions to cruising vessels blockade is not if effective. Upon the arrival of the Maria Teresa at Havana, you will proceed to Havana and place as many as consider necessary of the energy to the commander of Cienfuegos, Cuba, which is said to be there. Keep your ships close against possible sallies. Keep in touch with Insurgents. Use the insurgent force as you may consider necessary. Keep Department advised. Inform Sampson. ALLEN.

Washington, June 16.—Cienfuegos gives to keep at Santiago they may attempt to escape via Manzanillo, Cuba. As mentioned June 15th, Austrian gunboat now via Manzanillo, Cuba. LONG.

Fatal Injury.

Chicago, Ill., Oct. 24.—A Tribune Omaha special says: Mrs. Alice Allen, from ocean to ocean and a widow's thirty days' visit at Seattle, Wash., to prevent her husband's death and return to Omaha, the police have a clue to the man in jail here A. J. Smith, the employee of G. H. Hunkert, farmer, who on June 16th last decamped with $300 worth of blood horse stallion.

Smith arrived in Omaha from Seattle in the custody of a deputy sheriff. The prisoner is a young man. He is somewhat dazed and has so far not about the crime, and his sight is growing worse to a week or so he will be totally blind.

Smith freely admitted that he stole the stallion. He said he concealed the horse in some money to have his eyes treated by an eminent eye specialist in New York. Blindness, he said, had been growing on him for some time, but he felt hopeless. He affirmed he intended to surrender himself to Sheriff Bryan and claim in Hunkert's estate.

GIDDY SPANIARDS.

Time a Steamer Plying the Seas and Eclipse on the Pacific Ocean.

Manila, Oct. 21.—The commission of Spaniards sent here recently to Gen. Aguinaldo, to arrange for the return to the Philippines and governor general of the southern portions of the archipelago, has been a temporary commercial convention, accordingly interrupted under was created. It is now thought that the commission will be taken to other Dutch islands.

The steamer San Nicholas, which left Manila yesterday, flying the American flag, was compelled to return by the insurgents, who have seized further steamers and have offered as a price for the release that the same commander of Filipinos, who might be expected to release the Spaniards.

The San Nicholas, after reporting her experience, sailed again, followed by the Dutch steamer Prinses Marie. The insurgent's steamer Malolos anchored the harbor flying the insurgent flag, which was promptly hauled down by the Americans.

Yesterday the British vessel at Manila, Spaniards, Dutch and Chinese have been in conference for the purpose of discuss the commercial disaster. British capital to the amount of $100,000 has been lost, spring into her six months, in the existing conditions business relations with the insurgents are practically suspended. The meeting resolved to make an urgent appeal to the British government, which is expected to take the matter in hand.

The attitude of the insurgent troops is becoming more hostile. Their supplies are growing scarce and they are becoming desperate. Their leader is a young man who has not been for six months that they will soon capture Manila.

The Filipino newspapers insist upon absolute independence and demand annexation to the United States or any other country with equal energy. The American authorities, novel and military, are doing their utmost to keep peace, although the immediate trouble is anticipated.

More I Also Swore.

Perry, Okla., Oct. 22.—Serious trouble is brewing among the Cherokee, Kiowa and Comanche Indians. For a few years, since the Medicine Lodge treaty, the government has fed their Indians, but the treaty expired June 30. They have commenced killing cattle belonging to Texas cattlemen and a case is pending in the United States court at Muskogee, which has been dismissed by the Indians, have had no money for months. Men who know predict great excitement among them this winter and serious trouble. There are 1,200 Comanches, 1,000 Kiowas and 600 Apaches.

HEROES SLEEPERS.

Our Men Killed and Policeman Shot at Chattanooga.

Chattanooga, Tenn., Oct. 22.—Sergt. Charles Allen, company I, Fifth regiment United States volunteer infantry, committed, fired on three policemen who were investigating a disturbance in a house of ill fame. Sergt. Allen was drunk and threatened to shoot the first policeman who entered his room. The officers made a point blank effort in the head of Charles Douglas, a white man standing in the hallway. Allen then fired two shots at the officers, the first shot wounding a policeman in the arm. Allen was finally arrested and lodged in jail. The shot produced great excitement, and Sergt. Burston ordered a strong picket guard to the city at once.

WHY I SHOT.

Three Men Wounded by Negroes; Blood Hounds and Posse in Pursuit.

Lumberton, N. C., Oct. 21.—At three o'clock this morning, three miles from Lumberton, a man was dispatched at Hallman, Robeson county, ceiling up to the town and gave the alarm that three negroes had just passed. They were Albert Floyd, Robert Inman and William Ballard. Inman was shot in the shoulder and the others are slightly hurt. A hundred whites with bloodhounds are now in pursuit of the negroes. Four of the engines have been secured. The whites are congregating the principal towns in the county and are armed with rifles to be used here immediately.

Four negroes who shot the three white people in Robeson have captured near Ashpole. They were run down and brought to bay by bloodhounds. The negroes are now in jail at Lumberton. Ashpole and heavily guarded. It is feared that the negroes will attempt to assassinate the guards, which will not exasperate the whites, so far no one has seriously injured. The guard was stationed at the jail and about 200 men standing around the fire in the open air, this morning early talents for the negroes. Ashpole is under cover of darkness and time fled.

GREEN-EYED MONSTER.

Is Responsible for a Pair of Murders and Suicide in Jersey City.

New York, Oct. 21.—Two jealous husbands killed their wives and then killed themselves in Jersey City today. Harry Jones, aged, shot his wife to death and then sent a bullet into his brain at nearly twelve.

Garret French, a Pennsylvania railroad engineer, shot his wife dead, and wounded her wife and wounded himself so badly that he died within a few minutes.

After the Renegade.

Walker Blaine, Oct. 21.—It has been learned from reliable sources that Aguinaldo's army with Winchesters and carrying rifles, have gone after Rupert Martinez and his son.

At the agency the settlement is great and there will be a reward awarded.

A petition signed by Bilson chiefs and 50 leaders was sent to Washington yesterday, in which the Sac is to be found within from 15 rail logs during the coming winter.

"I DO MY OWN WORK."

So Says Mrs. Mary Rouhlette of Linton, New Jersey, in this Letter to Mrs. Pinkham.

"I was bothered with a flow which would be quite annoying at times, and at others would almost disappear.

"I used prescriptions given me by my physician, but the same state of affairs continued.

"After a time I was taken with a flooding, so that I was obliged to keep my bed. Finally, in despair, I gave up my doctor, and began taking your medicine, and have certainly been greatly benefited by its use.

"Mrs. Pinkham's Vegetable Compound has indeed been a friend to me.

"I am now able to do my own work, thanks to your wonderful medicine. I was so near death I believe as I could be, so weak that my pulse scarcely beat and my heart had almost stopped, but I could not have stood it one week more, I am sure. I never thought I would be so grateful to any medicine.

"I shall use my influence with any one suffering as I did, to have them use Lydia E. Pinkham's Vegetable Compound."

Every woman that is puzzled about her condition should secure the sympathetic advice of a woman who understands. Write to Mrs. Pinkham at Lynn, Mass., and tell her your ills.

What do you think of those Schilling's Best advertisements?

Is other tea colored?

Is Schilling's Best pure?

Is Schilling's Best money-back if you don't like it?

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SALT LAKE AND OGDEN RAILWAY.

Daily Time Table in effect April 24, 1898.

Leave Salt Lake City	Arrive Ogden	Leave Ogden	Arrive Salt Lake City
7:00 a.m.	9:00 a.m.	7:00 a.m.	9:00 a.m.
8:00 a.m.	10:00 a.m.	8:00 a.m.	10:00 a.m.
9:00 a.m.	11:00 a.m.	9:00 a.m.	11:00 a.m.
1:00 p.m.	3:00 p.m.	1:00 p.m.	3:00 p.m.
4:00 p.m.	6:00 p.m.	4:00 p.m.	6:00 p.m.
5:00 p.m.	7:00 p.m.	5:00 p.m.	7:00 p.m.
6:00 p.m.	8:00 p.m.	6:00 p.m.	8:00 p.m.

Additional trains Sundays and Holidays.

Leave Salt Lake 10:00 a. m., 1:00 p. m.
Leave Ogden 11:00 a. m., 3:00 p. m.

Excursion Tickets to Ogden, 75c.

R. S. KERR, Passenger Agent.
J. HAMMERSLEY, Gen'l Manager.

OREGON SHORT LINE Railway.

TIME TABLE IN EFFECT MAY 8, 1898.

Trains arrive and depart at Salt Lake City daily as follows:

From Chicago, Omaha, St. Louis, Kansas City, Denver, Pueblo, Cheyenne	Arrive	Depart
Pacific Express, Ogden, Portland, Butte, Helena, Butte, Portland, Spokane, Pocatello, Ogden and intermediate points	4:05 a.m.	4:15 a.m.
Ogden Local	9:00 a.m.	9:10 a.m.
Fast Mail, Ogden, Cache Valley, Pocatello and intermediate points	7:00 p.m.	7:10 p.m.
Pacific Express, Omaha, Chicago, Kansas City, Denver, Pueblo, Cheyenne and intermediate points	4:35 a.m.	4:45 a.m.
Ogden, Provo, Heber, Park City and intermediate points	6:00 p.m.	6:10 p.m.
Ogden Local	4:00 p.m.	4:10 p.m.

For Chicago, Omaha, Denver, Kansas City, St. Louis, Cheyenne and Pueblo—Leave Salt Lake City 7:00 a.m. daily except Sunday, for Ogden, Cache Valley, Pocatello and intermediate points, 7:00 p.m. daily except Sunday.

For Ogden, Provo, Heber, Park City and intermediate points, 6:00 p.m. daily except Sunday.

For Ogden, Provo, Heber, Park City and intermediate points, 4:40 p.m. daily except Sunday.

For Ogden, Provo, Heber, Silver City, Frisco, Delta, Marysvale, Milford, Modena, Lund, Caliente, Pioche, Milford train for Garfield Beach, 7:00 a.m. daily except Sunday.

Provo train of Utah Central leaves Salt Lake City 7:00 a.m. daily except Sunday.

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E. E. RICKARD, Vice-President and Gen. Manager.

CURRENT TIME TABLE.

Leave Salt Lake City.

No. 3—For Provo, Eureka, Ogden and all points East. 8:00 a.m.
No. 5—For Ogden, Provo, Grand Junction and all points East. 7:40 p.m.
No. 6—For Ogden, Provo, Eureka, Ogden, Salt Lake, Provo, Ogden and intermediate points. 4:00 p.m.
No. 10—For Provo, Payson, Provo and all intermediate points. 6:00 p.m.
No. 1—For Ogden and the East. 12:00 p.m.
No. 2—For Ogden and the West. 12:30 p.m.
No. 4—For Provo, Ogden and intermediate points. 5:25 p.m.

Arrive Salt Lake City.

No. 1—From Richfield, Provo, Grand Junction and the East. 12:00 p.m.
No. 2—From Ogden, Provo, Grand Junction and the East. 6:00 p.m.
No. 3—From Richfield, Eureka, Ogden, Provo, Heber and intermediate points. 3:30 p.m.
No. 5—From Ogden and the West. 10:00 a.m.
No. 9—From Ogden and the West. 1:00 p.m.
No. 10—From Provo, Ogden, Provo and intermediate points. 10:00 a.m.
No. 4—From Ogden, Provo, Ogden and intermediate points. 10:00 a.m.

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Leave Salt Lake City.

"The Overland Limited" for Chicago, St. Louis, Omaha, Kansas City, Denver and Pueblo. 7:00 a.m.

"The Fast Mail" for Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver. 8:30 p.m.

Arrive Salt Lake City.

"The Overland Limited" from Chicago, St. Paul, St. Louis, Omaha, Kansas City, Denver and Pueblo. 4:30 p.m.

"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver. 10:00 a.m.

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