VERBAL BATTLE WAS ANIMATED.

Senate Handles a Very Ticklish Question Without Gloves.

SAMPSON, SCHLEY, WHICH?

Question as to Which of the Two Should Receive Promotion Regarding the Naval Battle.

Washington, Jan. 23.—The entire executive session of the Senate today was devoted wholly to the discussion of the promotion of Admirals Sampson and Schley and other naval officers engaged in the Santiago campaign, over the heads of officers who were their superiors in rank. The consideration was then postponed for twenty days, after a vote had been taken to call for the records of the navy department bearing upon the conduct of all officers in the advancement.

The discussion arose over the resolution of which Senator Butler was the author, calling for these documents. As originally offered, it asked for the reasons for the promotions, but the resolution was modified so as to request the record only. The first vote was on a motion made by Senator Hale to lay the resolution on the table, and on this the ayes and nays were taken, resulting: Ayes, 27; nays, 15. The resolution was then allowed to pass without further division.

For three hours previous to this, however, the Senate had been engaged in a very animated verbal battle, which imported many bitterness, and was participated in by a large number of senators. The main contests were fought over the proper policy of promoting these officers over others, who were characterized as quite as deserving, though not fortunate, in that they were deprived of such active participation in the war, and second, as to the relative merits of Sampson and Schley.

The method of the administration was defended by Messrs. Hale, Chandler and Lodge.

Senator Wellington was especially serious in his advocacy of the claims of Admiral Schley, and in his presentation of reasons why Admiral Sampson should be preferred over Schley. He and his Democratic colleague, Mr. Gorman, made the statement that if the official reports were evoked, they would demonstrate beyond a possible question the fact that Schley and not Sampson, fought the Battle of Santiago. They contended that only Sampson's ships were he could be accredited successfully with having command of the fleet on the memorable day when the Spanish vessels were sent to the bottom. On the contrary, they held that Schley was on the ground; he was the senior officer, and that he was engaged actively and effectively in the conflict all the world knew, regardless of the favors of the government at Washington.

Senator Lindsay found much in the promotion of both Schley and Sampson over Commodore Watson to criticise. He took occasion to praise Watson as a man who undoubtedly would have made a fine record in the war if given the opportunity he should have had as a senior officer, and said that to deprive him of his rightful rank, other men were pressed to the front and were given the praise of honors to which they were unfair and unworthy of a great country.

Senator Perkins, Senator Platt of Connecticut and Senator Pettigrew also criticised the system as one liable to result in unfairness unless very cautiously entered upon, arguing that at any rate the department knew the record, that it might decide for itself as to the merits of the men so equally favored, compared with those who had served none of the honors and labors.

Senators Hale and Chandler both members of the naval committee, defended the action of the navy department in giving preference to the men who took upon themselves the brunt of the battle in Atlantic waters, and in preference to the man who was in command of the fleet. They depreciated the opening up of a controversy which, Senator Chandler said, might lead to a condition which would result in disasters so that which the war investigating commission had developed in connection with the army beef contract.

Senator Lodge joined in deploring this policy and owning to the fact that he had but recently in his judgment, on private research, made an exhaustive investigation, he was unable to throw much light upon the controversy in behalf of the contention that the controversy should not be stirred.

During the propagation of the idea much was said in upholding the claims of seniority in preference to merit of Schley, and the friends of the latter officer were warned that if they persisted upon pressing the investigation into closer, some facts would be disclosed that would not be agreeable to them.

The charge was made that Schley had voluntarily left Santiago after reaching the vicinity of that port, and after Cervera had entered the harbor, thus leaving the impression that when the Spanish fleet had sailed out though the narrow mouth of the channel, Admiral (then Commodore) Schley had made a reverse movement with his Brooklyn and gone in a direction opposite to that taken by the Spanish admiral instead of boldly attacking the enemy in the front. It was asserted that these facts were among those which the archives would reveal.

The friends of Schley declare that they had nothing to fear from the battle of the facts known. Explaining his start to leave Santiago and his refusal to obey departmental orders when Sampson's arrival they said that it was because he had been unable to coal at sea. When they were asked how it had happened that he had been able to coal thirty-six hours afterwards, they replied that this was due to the fact that a storm had given place to a calm.

Senators Lindsay and Pettigrew, who were not standing for either Sampson or Schley, made the point that these developments had merely emphasized the reasons why the Senate should be put in possession of all the facts before voting. "I am not the champion of either of these officers," said Mr. Pettigrew "and if Schley ran away from the enemy, or showed a disposition to do so, I want to know it."

After the decision to send for the records was arrived at, there was a general understanding that the whole question should be postponed long enough to permit action by both houses upon the naval committee's bill, providing that these promotions "shall not interfere with the promotion of officers otherwise entitled to promotion." The subsequent effort of the Senate to open session in June this bill was the result of this agreement.

During the debate, the fact was brought out that Capt. Higginson of the Massachusetts had already been promoted to fill M. Schley's place as commodore, and the criticism made that the promotion was irregular, but Senator Hoar defended the promotion, and called attention to the fact that Mr. Schley had been placed in a precisely similar predicament when he was made commodore to succeed Commodore Quackenbush, who was dismissed and afterwards reinstated.

Based Freezing Plant for Manila.

Chicago, Jan. 23.—Gen. Lee, chief quartermaster of the department of the Lakes, has instituted inquiries for the erection of a large refrigerating plant at Manila for the use of the commissary department of the United States in the Philippines. The plant as designed will be one of the largest of its kind ever built. It will include a number of big ice-making machines, a freezing apparatus and a refrigerating room. The estimated cost of manufacturing the different parts of the apparatus here and of shipping them to Manila, where they will be put together, is about $80,000.

The cooling room will have a capacity of the 1,500 tons of beef, 500 tons of mutton, 100 tons of vegetables, 300 tons of butter and 300 tons of canned goods. Separate refrigerators will be built for every class of supplies, so that meat and vegetables may be kept in good condition for months in the tropical climates. Under this arrangement the soldiers will always be furnished with fresh meat and other food.

The specifications require that the plant be erected and ready for use within six months after the contract is awarded. The bids will be opened February 1st.

La Normandie Overdue.

New York, Jan. 24.—Up to 2 o'clock this morning no news has been received of the French line steamer La Normandie, which left Havre a week ago last Saturday and was due to reach this port Saturday morning or Sunday morning at the latest.

I. C. TRENT ENTRAINED.

Federal Court in San Francisco Orders an Injunction Against a Salt Lake Firm.

San Francisco, Jan. 23.—In the United States circuit court Judge Morrow today rendered a decision for the plaintiff in the case of the Risdon Iron Works against L. C. Trent of Salt Lake, a suit for infringement of patent relative to a crushing machine known as the Dixon crushing mill. He ordered an injunction to be issued against the defendant, and appointed a master to ascertain damages and profits.

MONTANA CASE DECIDED.

Supreme Court at Washington Hands Down an Opinion on Railroad Lands.

Washington, Jan. 23.—In the United States supreme court today Justice McKenna handed down an opinion in the case of the Northern Pacific Railway company versus the Treasurer of Jefferson county, Mont. The case involves the right of the state authorities to tax railroad lands within the Northern Pacific grant which are adjudged to be mineral. The question of title to mineral has not been determined. The railroad company contended that such right had not existed in the case of the land, but the circuit court was against the company and the Supreme Court upheld this opinion. Justices Brewer, Shiras, White and Peckham dissented.

SERIOUS COLLISION.

British Warships Come Together in Plymouth Sound with Damaging Results.

Devonport, Eng., Jan. 23.—The British first-class battleship Collingwood, driven by the strong current, today collided with the British third-class cruiser Curacoa, driving a hole in the cruiser below her waterline, swerving off her bows and damaging a gun gangway.

The Curacoa tried rapidly and began to fill. A scene of the utmost excitement followed on board, but the inrush of water was finally stopped by collision mats and a number of tugs towed the cruiser into the harbor, where she was docked. The damage to the Collingwood was not serious.

FRESH EARTHQUAKE SHOCKS.

Fifty Children Hurt by Falling Rocks in Greece.

Athens, Jan. 23.—There have been fresh earthquake shocks today in the provinces of the Peloponnesus, particularly in the districts of Kyparissa and Philiatra in the department of Messina on the Ionian coast.

In the town of Kyparissa a number of houses which were damaged by yesterday's shocks collapsed this afternoon, injuring many. In one village fifty children were hurt.

COURSES ACROSS THE SEA.

Duke of Devonshire Expiates Upon England's Friendliness for the United States.

Birmingham, Eng., Jan. 23.—At the annual banquet of the Birmingham chamber of commerce this evening the duke of Devonshire, Lord President of the council, in addition to what it would be safe to prognosticate that the forthcoming speech from the throne at the opening of parliament would announce that the relations of the queen and all foreign countries continue favorable.

"I think," said he grave, "that if the traditions of etiquette at the foreign office permitted it would be possible that this particular paragraph might be omitted in the queen's speech. I might safely say that our relations had improved with the United States—we are two great neighbors, but the nation to which, despite geographical distance, we are nearest in kinship, sympathy and commercial ties. We have come to feel that we are of friendship and common sentiment equally with the case of common interest bind us to a common policy in the world.

"We should be among the nations of the world have viewed with active sympathy the prospect of the entrance of the United States into the arena of active part in the politics of the world, feeling, as we do, that the aims and objects which will animate the future of the United States will not be dissimilar to those we have had the interests of the United States will mainly, if not wholly, coincide with ours and those of any other, and that the sympathy so deeply felt and so strongly expressed on our part be made this responsibility equally felt on the other side of the Atlantic. It is safe to say that at no period within our recollection have our relations with the United States been more friendly than at the present moment."

The duke of Devonshire said he thought Great Britain's recent demonstration in support of her attitude in maintain her rights had led to better relations with Germany, Italy and even Russia, and he believed the crisis with France had cleared the air and aided the prospect of a satisfactory settlement.

British Steamship on Fire.

Liverpool, Jan. 24.—The British steamer Bernard Hall, Captain Hartlett, which arrived here on Saturday from Charleston, reported that she had caught fire in her hold shortly after leaving Galveston on December 21. Heavy weather prevailed, and the hold for twelve days, when the fire was apparently extinguished.

Methodist Falls from Grace.

Fort Scott, Kan., Jan. 24.—Mayor F. C. Hoover of this city has been expelled from Grace M. E. church by public announcement because of his failure to make an effort to close the saloons of the city. His wife thereupon withdrew. Hoover was elected as a prohibitionist on a platform to close them at the head of the agreement.

HAD AN ODOR LIKE CARRION.

Witness Ate of the Beef and Lives to Tell the Tale.

CAPT. WARBURTON'S STORY.

All Meat Issued to the Pennsylvania Battalion Spoiled and Had to be Buried.

Washington, Jan. 22.—The board of survey, appointed by Secretary Alger, to pass upon the question of the proper condemnation of a large quantity of beef destined for the troops in Porto Rico, has received from Captain Barclay H. Warburton of the Pennsylvania volunteer battalion of artillery, a sworn statement of the condition of refrigerated beef on board the transport Manitoba, which transport was at Ponce from August 19th to 24th. In the course of this statement, Capt. Warburton says:

"I ate of the beef which the transport Manitoba brought to Porto Rico. It was served to the officers' mess on the United States transport Mississippi, Knox Shoals, my commissary sergeant, Sergeant Fuller, being from Sept. 1, and arriving in New York Sept. 15, 1898. When I say I ate the beef, I must qualify my statement by saying that I tried to eat the meat. It was so bad that it was impossible to swallow it. In my opinion the meat was not good, nor was it fit for issue.

"I had no idea that this meat had been subjected to any chemical process, but believed the beef to have decomposed on account of the lack of proper refrigerating facilities, caused by the stopping of the machinery used for that purpose on the Manitoba. I was informed by Capt. Gilkes, who was then in command of the Manitoba, that said machinery had been clogged with sand on a previous voyage of the same vessel, which necessitated the reversion of the screw, which threw sand into the water pumps.

"In reply to your request to give the board any other evidence or information in my possession or knowledge as material to general in that all beef issued to our battalion was bad, and had to be buried immediately upon delivery at our camp, which was about two miles beyond Ponce, at a place called Bacon. La Quintana, which necessitated its transportation I should say a distance of six miles from the commissary depot, which was at the Plaza.

"On the day in question, Private Rock of Batt battery C, Pennsylvania artillery, was sent to eat some of the beef which his captain had been notified would be issued on the morning on which he was sent. On his return I met the wagon, and while it was yet some 150 yards from me, noticed the most terrible odor, which seemed to me to equal anything like carrion. I was mounted, and when I got alongside of the wagon, I looked into it and saw the meat which had been issued to him for eight battery C, Pennsylvania volunteer artillery. It looked white, about the color of the belly of a flounder, which had been covered with a green slime. I inspected him to present my complaints to his commanding officer, Lieut. Bean, with instructions to have the meat buried immediately on its arrival at camp.

Capt. Warburton gives the names of more witnesses, whose testimony may be of value.

DR. SALMON'S TESTIMONY.

Chief of Bureau of Animal Industry, Agricultural Department, Gives Evidence.

Washington, Jan. 23.—The war investigating commission held two sessions today but both were largely executive, considering the coming report to the President.

Dr. D. E. Salmon, chief of the bureau of animal industry, agricultural department, appeared before the commission at its afternoon session. Dr. Conner had in attendance the witness. Dr. Salmon explained the system of meat inspection conducted by the department. The agricultural department had recommended that none but inspected meat be purchased for the army during the war with Spain. He understood that orders had been issued that such a course should be followed except in emergency.

Inspectors of the department, he said, have access to all parts of the packing houses. No reports ever had been made that meat at those places were treated chemically.

The witness declined to answer several questions in regard to acids said to have been used in preserving beef, saying that he was not a chemist, and did not consider himself an expert in such matters.

La Grippe Gives Copper Combine a Set Back

Chicago, Jan. 24.—The Times-Herald says:

Amalgamation of the copper mine interests of the Houghton district and of Montana has been delayed for the active illness of Lewi Sayer. Mr. Meyer was one of the important factors in the deal which was to produce an American copper syndicate last week, but his sickness, following close on the grippe, has set all negotiations back until his recovery. Just when he will be able to return to New York city, is not yet known.

Commodore Philip to Get Two Swords

New York, Jan. 24.—Commodore Philip, the former captain of the Texas, now the commandant of the navy yard, is to be presented with two jeweled swords. One of these is to be given by citizens of New York city. The other will be presented by the Sunday school children of Texas, in commemoration of his work after the destruction of Cervera's fleet off Santiago. This will be presented at Galveston on March 1st.

American Postmasters in Cuba.

Washington, Jan. 24.—Chairman Harlan, of the Cuban postal commission, is now on the city having made his preliminary report to the postmaster general, but the other four members of the commission have remained in Cuba to inspect the large offices throughout the island. There are said to be 221 offices on the island that may be called representative large. Between fifty and seventy-five of these are as large as those that in this country are classed as presidential. About a dozen of these are large enough to have a staff of postmasters and it is proposed to put all the important positions under American postmasters already selected and to retain the subordinate Spanish incumbents as subordinates.

Cuban Commissioners in New York.

New York, Jan. 24.—The commissioners sent by the Cuban assembly to Washington to confer with the United States government in the matter of the disbanding of the Cuban army are in this city. They will sail tomorrow for Havana. General Gomez' secretary, Captain Rodriguez, said that the commission had obtained a part of what they asked. Nothing could be decided upon until the Cuban assembly had acted in the matter.

Questioned concerning the future position of the Cuban assembly, Captain Rodriguez said that its attitude was one of waiting. It was the only representative body that the Cuban army and the Cubans had. The United States government had been willing to negotiate with it, if not officially at least, with an amicable spirit. The fact that General Brooke had made four Cubans his aides-de-camp, and had asked for government had additionally helped to show the independents how good the intentions of the American government were. Captain Rodriguez said that the Cubans were all willing and ready to help the United States authorities, but no difficulties would arise between the two nations which could not be settled in a peaceable way.

Alterations in the Cincinnati.

New York, Jan. 24.—The cruiser Cincinnati which has just arrived from Cuba, via Hampton Roads, will go into dock at the navy yard for a short overhaul. She will be overhauled and have several radical alterations made in her interior equipment.

The Raleigh, her sister ship, is on her way home from the Asiatic station and is to undergo the same sort of alterations as the Cincinnati. Both cruisers are of a type that the naval constructors regard as unsuitable for modern service.

HAVANA'S SEWERS.

Attorney General Rendes an Opinion to the Secretary of War.

Washington, Jan. 24.—The attorney general has rendered an opinion to the secretary of war on the claim of Michael J. Dady & Co. as to certain contracts relative to sewering and paving the city of Havana, relative to sewering and paving in said city. The completion of the proposed contracts, the opinion says, would involve an expenditure for the benefit of the city of Havana to be secured by an issue of municipal bonds. "The importance of the matter involved," says the attorney general, "and the difficulty of understanding the rights and interests of the parties, leads me to express the opinion that, in my judgment, it is not sufficient and conclusive reason why the restraint contained in the order of December last should not be removed by the military authorities of the United States at the present time. The administration of the United States in the island of Cuba is, and must be, merely temporary. No action binding the island or any of its municipalities to large expenditures and continuing in debt ought to be taken except upon grounds of immediate necessity, which in this case do not appear to be present. As to whether the claims of Dady & Co. are sufficiently meritorious, they are sufficiently complete to constitute a contract and whether the authorities of Havana ought ultimately to recognize and confirm them, are questions which ought to be left to the decision of the authorities of Havana—to which, that island is a distinct and partially disorganized condition consequent upon the recent war and a change of national sovereignty, but Dady & Co. are entitled to a fair and impartial consideration of their claims in normal functions under such conditions of order and tranquility as will permit the authorities of Havana to deal with them with the subject.

The attorney general therefore recommends that no action be taken in the matter at the present time further than the ascertainment of such facts as are obtainable through the military governor of Cuba or the municipal authorities of the City of Havana.

MOTHERS IN COUNCIL.

Will Meet in the Same City as the Father of the Country Has Done.

Washington, Jan. 23.—The National Congress of Mothers will hold its third annual meeting in Washington in February, from the 14th to the 17th, inclusive, and will be addressed by prominent women who are authorities of wide reputation on the subjects which they will present.

The congress will open on Tuesday, February 14th, with an address of welcome from Mrs. Theodore W. Birney, president of the District of Columbia congress, and will be followed by Mrs. Wetmore of Columbian university. The response will be made by Dr. Mary Green, president of the Household Economic association. There will be reports from delegates, which will give an idea of the vide and extended scope of the organization, although as recently formed. Mr. Lawrence Hunt, former president of the George Junior Republic, is expected to speak on "The Duty of the Citizen." Mrs. Ella Flagg Young, Miss Jane Addams, Miss Helen Gilmer, Henry Hopkins, H. Henry Baxter, H. L. Heath and F. E. Smith, the Dreyfus being citizens of Augusta, are named as correspondents.

The charter law does not permit the formation of stock companies with a capital above $50,000, and the Atoucha Ice company is therefore seeking a charter with a capital of $50,000 only. The capitalization at Belgrade is the largest ever attempted in the Maine legislature.

It is stated that the office of the company will be located here, but the business will be carried on elsewhere. It is also stated that this new company is also mixed up in the plans of the Knickerbocker and the Consolidated Ice companies. Maine's $10,000 concern, and in addition treaties to obtain control of all artificial methods of ice making, so that the whole business of supplying ice to the large cities of the Atlantic seaboard may be controlled and governed by this company.

"STARTED WITH A COLD."

So Says One of the Greatest of American Physicians and He Proves What He Says.

"It is surprising what mistakes even some of the best people in the world make."

The speaker was one of the greatest doctors the world has ever known, and he resides in New York.

"Take for example one of the most common things in the world, namely, a cold. People speak of 'taking cold,' there is really no such thing.

"A cold is a symptom—an effect, not a cause. Did you ever know as absolutely well and healthy people who took cold? I never knew such. Colds are the greatest exposure. Yes, indeed, a cold is symptom, not a cause."

The gentleman and ladies to whom the doctor was speaking exchanged looks of astonishment but they did not dispute the words of the learned doctor.

"You may be surprise," he continued, "when I tell you that superfluities of all colds occur because those great organs of the body, the kidneys, are out of order.

"More men and women are troubled with imperfect kidneys than with any other known form of disease. The untutored mind does not think they do not know that this is their trouble.

"Why? Because all difficulties, derangements and diseases of kidneys which come to both men and women are usually without any pain, in fact, without any symptom whatever, and this proves just what I said at first, namely, that a cold is a symptom."

There was a look of amazement upon the faces of his hearers.

"Indeed," continued the doctor, most definitely and earnestly, "I assert that the grip, which has been so disastrous, which has brought so much trouble into the world, would never have had its run if the kidneys of those who had suffered from it had been in perfect condition. These great organs, if secondary, are primary, the thirsty disease from the system so that the grip would have been unknown.

"Now there is but one great discovery for the prevention and cure of all kidney difficulties—that grand remedy, Warner's Safe Cure. No class of people know of results this better than the medical profession, and no class is more ready to acknowledge it."

"Take my word, anyone who is careful upon the subject, upon rising of a cold drop and pass right to the seat of all colds—the kidneys—will not suffer long from a cold; will not be oppressed by the grip and cold, have no fear of pneumonia, because the kidneys, unclogged, will clean up the system and throw the germs of disease out of the body. You can depend upon this."

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in every department in the store.

Big Embroidery Sale This Week.

Big Dress Goods Sale This Week.

WINDING UP SHOE SALE.

$3, $4, $5 and $6 Shoes

$1.45

On Bargain Table in front of store.

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Keeps out chickens, pigs, cattle, sheep and hogs.

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Elegant Sulphur Turkish Bath

And Treatment Rooms in charge of a Graduate Nurse. Also Electric Light Bath, Vibration, Massage, Electricity and all approved modern methods. Hours—8 a.m. to 8 p.m. Lady Attendant. Physicians Prescriptions Accurately Compounded by Skilled Druggists. Kidney Disease, cure and be cured. Blood of a birth mark, Mole or Wart, for both sexes. Enlarging lessons for ladies by the barber.

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Dr. E. C. West's Nerve and Brain Treatment.

The original, all others imitations, is sold under positive written guarantee, by authorized agents only, to cure weak memory, dizziness, wakefulness, the blues, nervousness, hysteria, spermatorrhoea, impotency, sexual weakness, lost manhood, insanity and death. Also cures the liquor and tobacco habits. Absolutely pure, which leads to misery, consumption, insanity and death. Ask for West's Nerve and Brain Pills, with written guarantee to cure or refund money. Remain unchaged, containing two weeks' treatment, with full instructions, $1 a box, or six boxes, $5, sent by mail on receipt of price. Address all orders to THE WEST MEDICINE CO., 355 Dearborn St., Chicago, Ill.

Sold in Salt Lake City by Z. C. M. I. Drug Department, Salt Lake Drug and Medicine Co., Lyman Drug Co., Fred C. Ellis, Druggist, Salt Lake City, Utah.

"STARTED WITH A COLD."

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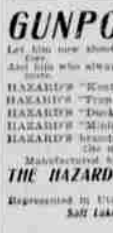

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From Chicago, Omaha, St. Louis, Kansas City, Denver, Park City accepted ... 10 30 a m
From Ogden, Provo, Richfield, San Francisco, Ogden and intermediate points ... 3 30 a m
From San Francisco, Carlin Yard, Ogden, non-select pass train ... 10 00 a m
From Chicago, Omaha, St. Louis, Kansas City, Denver ... 7 00 p m
From Provo, Milford, Angelo, Provo, Eureka, Bingham, Mercur, Park City and intermediate points ... 5 20 p m
Mixed train from Provo, Tooele and Garfield Beach ... 4 00 p m

DEPART.

For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and New York ... 10 30 a m
For Provo, Milford, Montpelier, Soda Springs, Pocatello, Butte, Helena, Spokane, Portland, Puget Sound and San Francisco ... 7 30 a m
For Ogden, Provo, Salina, Marysvale, Richfield, Milford and intermediate points ... 8 45 a m
For Provo, Eureka, Kanosh, Milford, Lund, Caliente, Modena and intermediate points ... 4 10 p m
For Ogden, Provo, Helena, Butte, Butte, Anaconda, Helena and Spokane ... 6 45 a m
For Mercur, Stockton, Silver City, Delamar, Pioche, Caliente, Lund, Milford, Frisco and intermediate points ... 8 00 a m
For Garfield Beach, Tooele and Terrace ... 6 00 p m
Saturday only of Park City accommodation ... 2 00 p m
Sundays only ... 4 00 p m

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LEAVE SALT LAKE CITY:

"The Overland Limited" for Chicago, St. Paul, St. Louis, Kansas City, Omaha, Council Bluffs ... 6 45 a m
"The Fast Mail" for Chicago, St. Louis, Omaha, Kansas City and Denver ... 4 40 p m

ARRIVE SALT LAKE CITY:

"The Overland Limited" from Chicago, St. Louis, Omaha, Kansas City and Denver ... 12 30 p m
"The Fast Mail" from Chicago, St. Paul, St. Louis, Omaha, Kansas City and Denver ... 10 45 a m

CITY TICKET OFFICE, No. 201 Main street. Telephone No. 250.

H. M. CLAY, General Agent.

CURRENT TIME TABLE

Leave Salt Lake City.

No. 2—For Provo, Grand Junction and all points East ... 1 20 a m
No. 4—For Provo, Grand Junction and all points East ... 7 40 p m
No. 6—For Bingham, Lehi, Tintic and intermediate points ... 7 00 a m
No. 8—For Eureka and intermediate points ... 5 00 p m

Arrive Salt Lake City.

No. 1—From Kingman, Provo, Grand Junction and the East ... 3 20 a m
No. 3—From Provo, Grand Junction and the East ... 10 40 p m
No. 5—From Provo, Bingham, Lehi, Tintic, Nephi, Manti and intermediate points ... 12 30 p m
No. 7—For the Provo, Provo and intermediate points ... 10 00 a m
No. 9—From Ogden and the West ... 3 20 a m
No. 10—From Ogden and the West ... 7 30 p m
No. 12—From Ogden and intermediate points ... 3 15 p m

TICKET OFFICE, 103 West Second South street (Dooley block).

SALT LAKE AND OGDEN RAILWAY.

Daily Time Table in effect Sept. 25, 1898.

Leave Salt Lake	Arrive Ogden	Leave Ogden	Arrive Salt Lake
7:00 a m	10:00 a m	7:35 a m	10:35 a m
9:30 a m	12:30 p m	10:00 a m	1:00 p m
2:00 p m	5:00 p m	4:30 p m	7:30 p m
5:30 p m	8:30 p m	6:00 p m	9:00 p m
7:30 p m	10:30 p m	8:30 p m	11:30 p m

Additional Trains Sundays and Holidays

Leave	Arrive	Leave	Arrive
10:00 a m	1:00 p m	1:30 p m	4:30 p m
Leave Lagoon 10:00 a m, 2:30 p m.			

Round trip to Ogden, including bath $1.

H. F. PARRY, Passenger Agent.
SIMON BAMBERGER, Gen'l Mgr.

DIRECT LINE TO THE EAST VIA. OMAHA OR KANSAS CITY AND CHICAGO

For Passengers or Freight

L. L. DOWNING, Commercial Agent, Salt Lake City, Utah.

F. A. NASH, Gen'l Western Agt., Omaha, Neb.

KEELEY CURE

For Liquor, Drug and Tobacco Diseases. Pamphlet free. The Keeley Institute, Lake Box 666, Salt Lake City, Utah.

City Scavenger No 5.

CLOSETS AND CESSPOOLS CLEANED and all kinds of scavenger work done promptly, thoroughly and at low prices. Address 43 Southwestern avenue, Orders taken at 10 West South Temple street.