

FAST RAILWAY TRAVELING FROM  
OGDEN TO GRAND JUNCTION.

A most important and desirable change in local railway and mail service was inaugurated on the Rio Grande Western yesterday. Heretofore twelve hours and thirty minutes were occupied by the fastest passenger trains in making the run between the termini of the road—Ogden, Utah and Grand Junction, Colorado. But by the adoption of the new schedule the time has been reduced to ten hours and five minutes. The distance between the points named is 323 miles and four-tenths. The road bed, notwithstanding it passes through many mountain gorges, and

## OVER HIGH SUMMITS,

rocky and romantic in their grandeur, is one of the smoothest, safest and best kept in the West.

The change marks a new era in the progress of western railway travel and the management of the "Scenic Route" are to be complimented on their splendid achievement and unexcelled accommodations.

The initial trip was made by the "Chicago Limited" or the "Flying Dutchman of the Rockies," and was highly pleasant and successful from start to finish. The regular train consists of one mail, one baggage, two passenger coaches and two Pullman sleepers. Yesterday Superintendent Welby's

## PRIVATE CAR

was added to the train, making it larger and heavier than usual. The latter was occupied by Mr. Welby, A. H. Cowie, his private secretary, S. O. Snyder, Assistant Superintendent, W. P. McElroy, purchasing agent of the road and the following newspaper men: R. J. Jessup of the *Tribune*, J. E. Hansen of the *DESERET NEWS*, Eugene Young of the *Herald*, W. C. Edwards special correspondent of the *New York World*, *Denver Republican* and other eastern papers, W. H. Tallis of the *Western Railway* of *Denver* and James Clove of the *Provo Enquirer*. The above named gentlemen were all invited guests of Superintendent Welby, and were handsomely entertained by that ever courteous and enterprising official.

There were three shifts of railway hands on the division, and each acted under the immediate supervision of Charles Shermer, traveling engineer of the Rio Grande Western. Mr. Shermer has

## PILOTED MANY SPECIAL

and official trains through Utah and Colorado, among them the Presidential train and party one year ago. He is considered the coolest and bravest engineer, besides being the best "time maker" in the employ of the company. He is said to have safely and successfully carried his train through many dangers that with one less skillful and experienced at the throttle would have meant destruction and certain death to hundreds of passengers.

The schedule time for leaving Ogden was 7 a. m., but owing to the Southern Pacific passenger train being behind time the "Flying Dutchman" did not steam out of the depot until 23½ minutes later. Salt Lake was reached at 8:10, notwithstanding stops.

Between the two last mentioned points the astonishingly high rate of speed of SIXTY-TWO MILES PER HOUR

was made over two separate stretches of country. The new train left the company's depot in this city at 8:17, just 17 minutes late. On reaching Draper one minute of lost time had been recovered. On arriving at Provo Mr. Welby consulted his watch and found that 4 minutes more had been gained. At the "Garden City" the enterprising residents gave the "Dutchman" and its guests a hearty welcome and showered beautiful bouquets of roses upon the superintendent and party. An elegantly embossed menu card containing a bill of fare, that would satisfy the most fastidious was distributed among the passengers, at this point. The usual stay here of "twenty minutes for breakfast" was cut down to ten minutes and the

## PRETTIEST OF TOWNS

in Utah County—Springville—was reached on time, thus making up the twenty-three and a half lost minutes in a run of eighty-seven miles.

On entering Spanish Fork canyon the grade drew gradually heavier and the throbbings of the engine became more plainly apparent, while there was a decided falling off in the rate of speed, yet good time was being made.

In this canyon the most attractive object of interest, perhaps, was the famous Castilla Hot Springs, the waters of which are fast becoming famous for their medicinal properties. As a summer recreation resort the springs are becoming very popular and offer inducements to the tourist and health seeker that cannot be easily excelled. On the property, which is owned by the Southworth Brothers of Provo, a large and

## COMMODIOUS HOTEL

of brick and stone has been recently erected and is being equipped with many of the latest modern conveniences. The style of architecture is pleasing and the material of which it is built, the very best and reflects great credit on its owners. The springs are on an elevation of 4,950 feet.

At Thistle station another engine was added to the train. Red Narrows, Mill Fork, Clear Creek, Soldier Summit, Pleasant Valley Junction, Kyune and Nolan stations are all situated along the line in a region of excellent stone quarries, and were passed in the order named.

## SOLDIER SUMMIT

is situated at an altitude of 7,465 feet and is the highest point on the road.

Journeying eastward the observing traveler witnesses the more or less picturesque beauties of Castle Gate and Price canyon. Castle Gate is one hundred and forty-seven miles from Ogden and is located in the extreme end of Price River canyon, through which the road, serpent-like, winds its way into the very heart of the range. It bears many striking resemblances to the historic and far-famed gateway to the Garden of the Gods. Two gigantic and

## TOWERING PILLARS

of sandstone, one on either side of the narrow defile, the bottom of which is now filled with a rushing, roaring and rolley stream of water, swollen by the

melting snow, stand like untiring sentinels in their lonely grandeur. They are strongly streaked with stains of iron of excellent quality, and may some day be blown to atoms by the miner and speculator in this metal. Between the promontories along the bank of the river, uncomfortably close to the turbulent stream runs the railway track. Near this place the Rio Grande Western coal mines and coke ovens, in full and active operation, were viewed by the passengers from the platforms and windows of the cars with intense interest.

## HELPER

is the next town along the route and will be readily recognized as the place which the Rio Grande Western people have been booming with so much vigor for the past year or more. This is the eastern limit of the second division, and here are located the company's main round house and repair shops.

Price, with a population of about 700 people, is the nearest railway station to

## FORT DUCHESNE,

and was the next point reached. Then in the order named the stations of Huntington, Farnam, Lower Crossing, Green River, Solitude, Little Grand, Crescent, Thompson, Sagars and White House were passed.

These places are all situated in the Castle, Grand, and Uncompahgre valleys which comprise rich agricultural, grazing, mineral and coal lands.

Cisco, Agate, Cottonwood, Westwater, Uraline, Crevasse, Fruita and Roan all intervene between the last named points and Grand Junction, and are in a stretch of country remarkably well adapted for

## GRAIN AND FRUIT GROWING.

For many miles the railway skirts along the banks of the Grand river, under the shadow of massive sandstone cliffs.

The last seven miles this side of Grand Junction was traversed in six minutes, the fastest time on record over this route. The end of the division was reached two minutes ahead of schedule time, and another triumph perched on the banner of Mr. Shermer, who emerged from the engine, covered with dust and smoke, for the first time during the run, having remained at his post constantly. He was

## GRASPED WARMLY BY THE HAND

and congratulated on his efficiency. Several railroad men had told him before leaving Salt Lake that he could not get through on schedule time but he proved their statement to be incorrect and was naturally jubilant. Here, too, the "Dutchman" and its jovial crew were given a reception which amounted to an ovation.

Grand Junction is the county seat of Mesa county, Colorado, is situated thirty-four miles beyond the Utah line and has a population of 3,000 people supported mainly by agricultural and railroad pursuits. It has but one newspaper, the *Star*, a daily publication edited by a Mr. Bunting.

At this place Mr. Bunting informed the writer late last night that the town had for sometime passed been run by

## GAMBLERS AND PROSTITUTES.

A recent united effort of the citizens and officers of municipal administra-