Jenson's Travels.

LETTER NO. 131.

After spending about two hours in Albany, Western Australia, I once more boarded the steamer Orapa on Saturday, May 16, and at 5 p. m. three hours after anchoring off Possession Point, we sailed for Colombo, on the island of Ceylon, which was to be our next port of call, enroute for Europe. Our voyage of 3,089 miles from Albany to Colombo was very pleasant, the weather being fine and the sea smooth nearly all the time. I spent most of my time in reading and writing and conversing with fellow passengers. I also took lessons in German from a young lady. As we approached the equator, which we crossed on May 25th the heat became somewhat oppressive, and the nights were so sultry and hot that many of the passengers preferred to sleep on deck. Two concerts, in which songs and recitations predominated, were given in the saloon and on the upper deck, and the time passed quickly and somewhat pleasantly.

The Orapa is a fine modern vessel built at Barrow, England, in 1889, and has all the latest conveniences invented for passenger transportation. She is a vessel of 6,297 tons gross or 3,443 tons register, and the engine has the strength of 7,000 horse power. She is 465 feet long by 45 broad, and consumes from 80 to 90 tons of coal per day. The crew, including officers and men in all departments, number 181. On the present voyage she carries 248 passengers, namely 44 in the first, 131 in the second and 73 in the third class. Most of the passengers travel for pleasure, some to improve their health, a few on business and a limited number returns to England displeased with their fortunes in the "Colonies." Among the passengers are clergymen, merchants, sportsmen, people of leisure, etc. Several have wives and children along, and most of the people in the second class, where my own lot is cast, are sociable and respectable; there are, however, a few exceptions to that. Some of these are "religious" beyond a "sensible limit," while others profess no religion at all, and others again are policy people who aim to belong to the most popular church in the "neighborhood where they trade." The Church of England and Presbyterians, I believe, predominate on board, and there are also some Roman Catholics, including two priests.

On Tuesday, May 26th, early in the morning land was seen far away to the northwest. It was the island of Ceylon, close to the shores of which we now sailed for about one hundred miles; and as we approached the coast scenery became more and more interesting. At 4 p. m. we rounded the outer end of the breakwater, where a lighthouse is built, and swung into position for anchorage on the inside, where a great number of vessels were already anchored, this being a port of great importance. Most of the vessels flying the British jack from their masthead. Soon after we had anchored the harbor was literally alive with natives, who approached the ship in boats and canoes of different sizes and make. Some came to trade, others to take passengers ashore, and others again, mostly boys, to perform diving and swimming feats in which they were great experts. The motly crowd made strange and deafening noises, particularly the divers, who would plunge in for the smaller silver coin thrown in the water, but refused to dive for coppers.

After tea or supper most of the passengers landed to spend the night on shore, I among the number, and after taking a prolonged walk through some of the principal streets in Colombo, I put up at the Australia House, together with some fellow passengers. From the moment we landed till we bid our carriers behind the doors of our hotel we were besieged almost at every step by natives, who wanted to act as guides and wheel us around in their imrickshaws, a light, two-wheeled cart pulled by one man, which are now used very extensively on the island of Ceylon, and particularly in Colombo. It is not used only by the white people, but also by the native business men and others of the higher castes. The next morning I took a five mile ride in one of these little vehicles, which I thoroughly enjoyed for the novelty of the thing. To travel on wheels where human flesh is the propelling power has never fallen to my lot before. As there were also a great variety of horse vehicles which could be hired at the same rates as the imrickshaws, this was a clear case of competition between human flesh and horse flesh. On my ride I visited the celebrated Cinnamon Gardens, the museum, the native market, the general market, the railway station, government buildings, public parks, etc. I also took a walk through the fortifications near the wharf where a great body of men and women were employed in packing rocks for a new road running along the seashore. We were told by one of the native foremen who could talk English that the government only paid these people one quarter of a rupee—equal to about 7 United States cents—each for a day's work of from ten to twelve hours, and even that was considered good wages. The value of an Indian rupee is 34 pence, or about 48 cents of United States coin. This low rate is to be ascribed to the present cheapness of silver. Small as the wages are in Ceylon, they are much lower in India proper. According to official reports, there are several millions of people in southern India whose annual earnings, taking grain, etc., at its full value, do not average per family or five more than 25 cents per month or each individual—equal to a little more than one cent per day. Incredible as this may appear, it is true, although with better times in India at present perhaps two cents each day would be a new average rate. Sixty cents a week is enough to keep an Indian peasant with wife and one or two children in comfort; his good authorities state that there are eight millions of people in India who cannot earn even too much. To such a people the planting colony of Ceylon, where a person, male or female, can earn 7 cents a day, is a pleasure to Dorado, for he can save from half to three quarters of that amount right along.

Ceylon is the largest, most populous and most important of all British crown colonies. Our enthusiastic guide says it has long been

Continued red hot and brighter gem
In Britain's crown shines.

It is believed that Ceylon was known to ancient navigators as far back as the time of King Solomon, of whose Ophir and Tarshish many believe Ceylon to have formed a part. Its pearls and its spices were familiar to the Greeks and Romans, who called it "Taprobane, and to the Arab traders, who first introduced its coffee plant. It was also known to the Mohammedan world at large, who to this day regard the island as the elysium prepared for Adam and Eve to console them for the loss of Paradise. On the basis of this story the reef running between the island and India has been named Adam's Bridge, while the most conspicuous and majestic, though not the highest, mountain in the island has been known as Adam's Peak. To the people of India, to the Burmese, Siamese and Chinese, Ceylon, which is called "Lanka, the Resplendent," was equally as distinct as Paradise and elsewhere, and it is admitted that no island in the world, Great Britain not excepted, has attracted the attention of seafarers to so many different countries as has Ceylon. It is also true that there is no land which can tell as much of its poor history, not merely in songs and legends, but in records which have been recorded by monuments, inscriptions and coins. There are ruins of cities and around the ancient capitals of the Singhalese (the name given to the natives of Ceylon) are more than 2,000 years old, and only second to those of Egypt in antiquity and interest and architecture. Between 543 before Christ (when Wijaya, a prince from northern India, is said to have invaded Ceylon, conquered the native tribes and made himself king) and the middle of the year 1815 (when the last king of Kandy, a cruel monster, was deposed and banished by the British) the Singhalese chronicles present the world with a list of nearly 170 kings and queens, the history of whose administrations is of the most varied and interesting character, and it indicates the attainment of a degree of civilization and material progress very unusual in the east at that time. At different times the Singhalese made successful incursions into neighboring countries, while at other times they in turn were subdued by others, once by the Chinese, to whom they paid tribute for years. Ceylon was, however, exposed chiefly to incursions of Malabar princes and adventurers with their followers from southern India, who waged a constant and generally successful contest with the Singhalese. The northern and eastern portions of the island at length became permanently occupied by the Tamils (natives of southern India), who placed a prince of their own on the Kandyan throne; and so far had the ancient power of the Singhalese declined that when the Portuguese first appeared in Ceylon in 1505 the island was divided under no less than seven separate rulers. For 150 years the Portuguese occupied and controlled the maritime or lower districts of Ceylon, but it was more of a military occupation than a regular government, and martial law chiefly prevailed. Under Portuguese rule some of the inhabitants were converted to the Catholic form of Christianity, and royal monopolies in cinnamon, pepper and musk were established, and they exported cardamom, sapan wood, areca nuts, ebony, elephants, ivory, gems, pearls, etc. The Dutch, who by 1658 had finally expelled the Portuguese rulers from the island, pursued a far more progressive administrative policy, though their doings were selfish and oppressive to commercial masters. They, like the Portuguese, were confined to the lower country, as the king of Kandy defied all European invaders. The Dutch did much to develop cultivation and to improve the means of transportation, mainly through the construction of canals. A lucrative commerce was established with Holland and other countries, the Protestant religion was introduced and a number of other improvements made. Cinnamon was the great staple of export, next came pearls, elephants, pepper, areca or betel nuts, jagger sugar, sapan wood and timber generally, arrack spirit, cheya roots, cardamoms, etc. The cultivation of coffee and indigo was begun but neglected to such an extent as to benefit the exports.

Though agriculture was promoted by the Dutch for selfish purposes, good roads were not made, as in the case of the planting of cocoanut palms along the western coast. Thus when the British superseded the Dutch in 1796, the whole of the southwestern shore for nearly one mile presented an unbroken grove of palms, which is seen to this day. From 1796 to 1804 Ceylon was placed under the East India Company's control, who administered it from Fort St. George, Madras; but in 1804 it was made a crown colony. It soon became evident that there could be no settled peace until the tyrant king on the Kandyan throne was deposed and the whole island brought into subjection to British rule. This was accomplished in 1815, when, at the instigation of the Kandyan chiefs and people themselves, Wikkrama Sinha, the last king, was captured and deposed and exiled by the British to southern India. Since that time Great Britain has ruled Ceylon without any trouble.

When the British took possession in 1796 the total number of inhabitants on the whole island was estimated at less than one million, there are now over three millions. Colombo had about 40,000 inhabitants against 124,000 at the present time.

Colombo of today has much to interest the visitor, among which may be mentioned its fine artificial harbor, its beautiful drives, its lakes and river, its public museum, the old Dutch church, the bungalows and gardens of the Europeans, etc. Still more unique are the crowded native carts at the town meeting with every variety of oriental race and costume. Of the different races may be mentioned the aborigines, light brown Singhalese, the real owners of the land, of whom both men and women tie their hair behind in knots, the former performing combs and the latter chignons, simple. Then there are the darker and more manly Tamils, descendants of almost every caste and clan, Moormen or Arab descendants, Afghan traders, Malay policemen, a few Parsees and Chinese, Kaffir mixed descendants, besides the Europeans of Dutch and Portuguese or English and native descent.

Although the mean temperature of Colombo is nearly as high as that of any station in the world as yet recorded, yet the climate is healthy and well suited for Europeans because of the slight variation between night and day, and between the so called seasons, or which, however, nothing is known there, it being one perpetual summer, broken only by the rainy rains of the three months, May, June, October and November. There are about 4,000 miles of road in Ceylon, also about 300 miles of railway, 1,800 miles of telegraph wire and 450 post offices. Ceylon proper is about 270 miles long from north to south and about 140 miles broad in its widest part. Its shape is very much that of an egg. It is nearly surrounded by coral reefs. Colombo is distant 900 miles from Bombay, 800 from Madras, 1,200 from Calcutta, 1,200 from Rangoon (Burmah), 1,800 from Singapore, 2,800 from Mauritius and about the same distance from Madagascar, about 4,000 from Natal, 3,000 from Hong Kong, 5,000 from Freemantle or Western Australia, and about 2,000 from Aden, Arabia.

Ceylon is almost connected with the continent of Asia (India) by the island of Rameseram and the coral reef called Adam's bridge. In extent it comprises nearly sixteen million acres or 24,700 square miles, apart from certain dependent islands. The total area is about the sixth of that of Ireland. One sixth of this area, or about 4,000 square miles is comprised of the hilly and mountainous country which is situated about the centre of the south of the island while the maritime districts are generally level, and the northern end of the island is broken up into a flat narrow peninsula and small islets. Within the central zone there are 150 mountains or ranges varying in height from 5,000 to 7,000 feet, with ten peaks rising over the latter limit. The highest mountain is Pidurutalagala, which is 8,296 feet above the level of the sea. The common of Adam's Peak, which for a long time was considered the highest point on the island, is 7,353 feet high. To voyagers approaching the coast the latter is the most conspicuous mountain of Ceylon. The longest river of the island is the Mahaweliganga, which has a course of nearly 150 miles, dividing about one-sixth of the area of the island. There are few other good sized rivers besides numerous tributaries and smaller streams. The principal products of Ceylon are rice, tea, coffee cinnamon cocoanuts, cardamoms, nutmeg, clove, pepper, vanilla, ginger, bread fruit, sugar cane, gum, chocolate plants, cacao, cinchona, cotton, tobacco, rubber trees, blue gum, etc. It is estimated that there are 700,000 acres under rice or paddy at the present time, and about 130,000 under dry grain, Indian corn and other cereals. Ceylon cinnamon is considered the finest in the world. It was known through Arab caravans to the Romans who paid in Rome the equivalent of $40 per pound for the fragrant spice. In Ceylon is sometimes called the "true bar of cinnamon," and "Cinnamon Isle." In 1894 the export of cinnamon was as high as 3,366,774 pounds in bales and 988,264 pounds in chips, which was raised on about 12,000 acres of land. The cultivation of palms is of the greatest importance to the island. There are thirteen different kinds. It has been commonly ventured that the uses of the cocoanut palm are as numerous as the days of the year. Marco Polo, a noted navigator, relates that early in the present century a small ship from the Maldive Islands, arrived at Galle, Ceylon, which was entirely built, rigged, provisioned, and laden with the produce of the cocoa nut palm. Food, drink, domestic utensils, materials for building and thatching, ropes, sugar and oil are among the many gifts to men of these munificent trees. Sometimes a single tree crew of a wrecked vessel cast away on a South Sea island subsisted for several months on no other food than cocoa-nuts and bottle fish and added to their weight in that time. The average value of the annual products of the cocoa-nut palm from Ceylon is about $3,500,000, while the value of the produce locally consumed is estimated at about eight million dollars. There are perhaps thirty millions of cocoanut palms cultivated in Ceylon covering about 700,000 acres, all but about 30,000 acres being owned by the natives. The annual yield of nuts is supposed to be 300 millions.

The bread-fruit tree, the jak, orange and mango, as well as gardens of plantains and pine-apples, melons, guavas, papaws, etc., are also among the products cultivated and of great use to the people of Ceylon. There is scarcely a native land owner who does not possess a garden of palms, or other fruit trees besides the fields.

I could write a great deal on Ceylon, which I hold one of the most interesting islands of the sea which I have visited so far on my mission, but I will stop right here for the present. I found the natives of Ceylon, as in many other places copying the vices of the white men and enforcing upon them, while they are closing their eyes and ears to his virtues. The native traders, guides and others with whom the visitor comes into contact, are generally dishonest to the extreme. Those who tell curios, fruit etc., will sometimes ask a thousand per cent more for their goods than they are worth, and unless a man makes a clear bargain with a guide or drive beforehand, he is sure to be "taken in" and have trouble besides. No matter how much they are paid for their services, they always beg for more. Most of the natives are Buddhists and Mahommedans, but there is also a sprinkling of Christians. The Wesleyans commenced missionary work in Ceylon in 1814, the Baptists two years earlier. The so-called American mission has also made some efforts at christianizing the island. There are no Latter-day Saints yet.

ANDREW JENSON.

SUEZ, Egypt, Africa, June, 6th, 1896.

SUMMER FALLOWING.

Generally Practiced It Is Not a Benefit, a Minnesota Farmer Says.

The following opinions are expressed in a letter from a Minnesota farmer to the Orange Judd Farmer:

It is generally believed that the soil is kept in a fertile condition by a single summer fallow. I differ from a large majority of farmers on this subject and claim that summer fallowing as generally practiced is not a benefit to the soil. It will grow more bushels per acre for a few years, but in a short time the soil will fail to respond to the treatment. A large percentage of western farmers have so run that prairie soil, if summer fallowed every few years, can scarcely be exhausted. This is a fallacy which ought to be corrected, and the sooner the better, for it could be said with equal propriety that a lake would never become stagnant if its waters continuously drawn out, thus failing to obtain or spring to replace that which was removed. Every crop that is harvested has taken a portion of the fertility from the land, and to keep this up something must be returned. It is a well known fact that there is a continual wasting in a man's body, and that nourishing food is required daily to supply this waste. The humus in works the greater must be the supply of food. Our present method of summer fallowing is for much like feeding a laboring man with gruel and tea.

There is a method of summer fallowing, however, which will enrich the soil and produce good crops for an indefinite length of time. If there is any manure available, spread it on land to be summer fallowed and plow it under, some object to this because no benefit is received from the fertilizer until the following year. It is of more use, however, when plowed under in the fall than when it permitted to be about the barn and yards. If no manure is available, sow buckwheat, oats or rye as early in spring as possible, and after it has made considerable growth plow it under. This requires considerable labor, but it can expect to farm without doing much hard work is bad better quit.

One of the best plans of keeping up and restoring fertility is to seed to clover. The roots penetrate deep into the subsoil and form innumerable channels, which permit the dissolved salts in the ground water to be carried to the surface and there deposited as plant food. The subsoil contains a large amount of fertilizing material which has been washed down into it, and the clover roots are able to reach it and bring it up to the soil and bring back its richness to the plant roots. One of the most important elements in all vegetable and animal life is nitrogen, and clover takes this from the air and deposits it in the soil. The three mineral essentials to plant life are potash, phosphoric acid and nitrogen. If these are supplied from the soil, and the few weeds and odd weeds that we plow up are left to rot and enrich the soil, the land will be renovated following do not contain sufficient of these to keep up the fertility, I can see no lasting benefit from this practice. We will find it to our advantage to keep more stock, cultivate fewer acres and apply all the manure available.

Experiment With Crimson Clover.

Sown the middle of August on the writer's experiment plot, commenced blossoming the 1st of May and ripened its seed early in June. For four weeks the honeybees hummed joyously over its beautiful blossoms. Wherever it can be grown, crimson clover is a honey plant of great value. It is the first of all the clovers to blossom. Where the buckwheat has white clover or alsike clover, he can add one month, at least, to the length of the honey harvest by a field of crimson clover.

CRIMSON CLOVER.

Denver and Return $20.00 via Rio Grande Western Railway.

Tickets on sale October 4th and 5th. Trains leave Salt Lake City 7:30 a. m. and 7:45 p. m. Free reclining chair cars. Pullman palace, also Pullman tourist or family sleeping cars. Ticket office No. 15 W. Second South St.

Mrs. S. A. Kell, of Pomona, Cal., had the misfortune to scald her ankle, "I tried several formulas," she says, "but was not cured until I used Chamberlain's Pain Balm. That remedy cured me and I take pleasure in recommending it and heartily in its efficacy." This medicine is also of great value for rheumatism, lame back, pains in the chest, pleurisy and all deep-seated and muscular pains. For sale by druggists.

Last August while working in the harvest field I became overheated, was suddenly attacked with cramps and was nearly dead. Mr. Cummings, the druggist, gave me a dose of Chamberlain's Colic, Cholera and Diarrhœa Remedy which completely relieved me. I now keep a bottle of the remedy handy. A. M. BURNELL, Centerville, Wash.

Mrs. E. E. Davis, of San Miguel, Cal., says: "I am trying to a measure to repay the manufacturers of Chamberlain's Cough Remedy for the great good their remedy has done me. For years I was a constant sufferer from weak lungs and bronchial asthma. My rest at night was disturbed by a hacking cough, so that I felt miserable the greater part of the time. Many remedies recommended by friends were tried, none of which proved suitable or to my case. I did not experience any benefit at results until I began taking Chamberlain's Cough Remedy. After two bottles of the large size have been used I am pleased to state, my health is better than it has been for years. The soreness has left my lungs and chest and I can breathe easily. It has done me so much good that I want all who are suffering from lung troubles, as I was to give it a trial." For sale by druggists.

Take all your Prescriptions to the old reliable Goths Pills Drug Co.

Boss was wanted Johnson-Pratt Drug Co.

"For years," says Capt. C. Mueller, "I have relied more upon Ayer's Pills than anything else in the medicine chest, to regulate my bowels, and I consider them the best. They take my word for it their action, but in their work thoroughly."

Ayer's Sarsaparilla is not a secret preparation. Any physician may have the formula on application. The secret of its success as a medicine lies in its extraordinary power to cleanse the blood of impurities and cure the most deep-seated cases of blood-disease.

If the hair is falling out or turning gray, the glands of the skin need stimulating and color-food, and the best means and stimulant is Hall's Hair Renewer.

This is Your Opportunity.

Do feel as if you need a tonic, lack of stamina, a generally unstrung? Then will be mailed of the most popular Catarrh and Hay Fever Cure (Ely's Cream Balm) sufficient to demonstrate its great merit. Full size 50c.

ELY BROTHERS,
56 Warren St., New York City.

Rev. John Bell, Jr., of Great Falls, Mont., recommended Ely's Cream Balm to me. I can emphasize his statement. "It is a positive cure for catarrh. I used as directed."—Hay Francis W. Poole, Pastor Central Presb. Church, Helena, Mont.

Feed King Brewing Co. Omaha Neb.

Are the King's Celebrated Beers. Drink in use in the West. Office and head quarters 73 East Second South. F. Nieman, local manager.

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THE RIO GRANDE GREAT SALT LAKE ROUTE WESTERN RAILWAY

STANDARD GUAGE.

CURRENT TIME TABLE Effective June 1, 1896.

Leave Salt Lake City.

No. 1—For Chicago, Denver, Grand Junction and all year's Kast. 7:00 a. m.
No. 3—For Ogden and the West ... 4:40 p. m.
No. 5—For Ogden and intermediate points ... 4:40 p. m.
No. 7—For Ogden and intermediate points ... 3:00 p. m.
No. 9—For Ogden, Kamas, Heber, Park City, Salt Lake City and intermediate points ... 1:00 p. m.
No. 11—For Kamas, Heber, Park City and intermediate points ... 5:00 p. m.
No. 13—For Ogden and the West ... 11:00 a. m.
No. 15—For Ogden and the West ... 12:30 p. m.

Arrive Salt Lake City.

No. 2—From Kingman, Denver, Grand Junction and all year's East. 1:10 p. m.
No. 4—From Ogden, Grand Junction and the East ... 12:40 p. m.
No. 6—From Ogden, Kamas, Heber, Park City, Salt Lake City and intermediate points ... 9:00 a. m.
No. 8—From Ogden and intermediate points ... 8:40 a. m.
No. 10—From Kamas, Heber and Park City ... 1:45 p. m.
No. 12—From Ogden and the West ... 4:45 p. m.
No. 14—From Ogden and the West ... 10:45 a. m.

Only line running through Pullman Palace sleeping cars from Salt Lake City to Denver via Grand Junction.

Only line running through Pullman Palace sleeping cars from Salt Lake City to Kansas City, Chicago and Denver.

Through tourist or family sleeping cars through to Kansas City, Chicago and Denver.

Free reclining chair cars to Salt Lake Denver.

Ticket Office, 15 W. 2nd South.

G. G. POWER, Gen. Manager.
H. H. BAUER, Traffic Manager.
J. A. WADLEIGH, Gen. Passgr. Agt.

Great S. L. & Hot Springs Ry.

Time-table in effect August 2, 1896.

Leave Salt Lake City.	Leave Hot Springs.	Arrive Salt Lake City.
7:00 a. m.	7:45 a. m.	8:45 a. m.
8:00 a. m.	8:45 a. m.	9:45 a. m.
9:00 a. m.	9:45 a. m.	10:45 a. m.
10:00 a. m.	10:45 a. m.	11:45 a. m.
11:00 a. m.	11:45 a. m.	12:45 p. m.
12:00 m.	12:45 p. m.	1:45 p. m.
1:00 p. m.	1:45 p. m.	2:45 p. m.
2:00 p. m.	2:45 p. m.	3:45 p. m.
3:00 p. m.	3:45 p. m.	4:45 p. m.
4:00 p. m.	4:45 p. m.	5:45 p. m.
5:00 p. m.	5:45 p. m.	6:45 p. m.
6:00 p. m.	6:45 p. m.	7:45 p. m.
7:00 p. m.	7:45 p. m.	8:45 p. m.

Sundays and legal holidays trains leave Salt Lake (8, 9, 10, 11, 12 m., 1, 2, 3, 4, 5, 6, 7, 8, 9 p. m.) arrive Hot Springs (8:45, 9:45, 10:45, 11:45, 12:45, 1:45, 2:45, 3:45, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45 p. m.).

Special trips to Hot Springs including admission, 25c.

Special trips to Lagoon including admission 25c. Children, 15c.

Special rates for excursions or families and dancing schools.

Depot, Third West and South Temple st. Ticket office, 201 Main street.

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H. W. KNIGHT, Passenger Agent.

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Train leaves Ogden, 6 p. m., Salt Lake 7:00 p. m., and after lunch feasting in the same house dining cars of the SANTA FE ROUTE on the third morning, you arrive in Chicago or St. Louis in season to attend to business or commence with all fast trains for the East. Same time was made recently that the track of the ATCHISON, TOPEKA & SANTA FE carried a special train for parties combining the long distance run of the "Flyer" on the New York central could be equaled if not exceeded, by its magnificent trains.

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NEW TIME CARD, IN EFFECT MAY 10, 1896

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

DEPART

7:00 a. m. overland limited for Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and Park City.
4:00 a. m. local express for San Francisco, Ogden, Cache Valley and intermediate points.
4:00 p. m. local express for Ogden and intermediate points.
7:00 p. m. Atlantic express for Chicago, Omaha, Denver, Kansas City, St. Louis, Butte, Portland, San Francisco.
7:40 p. m. local express for Marion, Tintic, Pioneer, Eureka, Nephi, Manti and intermediate points.
10:30 p. m. mail and express for Provo, Nephi, Milford, Frisco and intermediate points.
9:40 a. m. mixed train for Garfield Beach, Tooele and intermediate points.

ARRIVE

10:30 a. m. overland limited from Chicago, Omaha, St. Louis, Kansas City, Denver, Park City and Ogden.
8:00 a. m. mail and express from Helena, Butte, Portland, San Francisco, Ogden and intermediate points.
7:10 p. m. local express from San Francisco, Cache Valley, Ogden and intermediate points.
3:10 p. m. Atlantic express from Chicago, Omaha, St. Louis, Kansas City, Denver and Ogden.
10:40 a. m. mail and express from Provo, Nephi, Milford, Frisco and intermediate points.
4:00 p. m. local express from Marion, Tintic, Pioneer, Eureka, Nephi, Manti and intermediate points.
9:40 a. m. mixed train from Tooele, Timpie and Garfield Beach.

(Trains south of Juab run daily, Sundays excepted.)

Telephone 564.

City Ticket Office, 201 Main Street, Wasatch Building.

D. E. BURLEY, General Agent Passenger Department.
J. H. MANDERFIELD, City Ticket Agent.
OLIVER W. MINK, General Manager.
S. ELLERT ANDERSON, Assistant General Manager.
JOHN W. GRADY, General Superintendent.
FREDERICK S. DUDLEY, Gen'l Traffic Manager.
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Train No. 4 leaves Ogden 9:00 p. m., Salt Lake 9:40 p. m., arrive at Pueblo 5:45 p. m., Colorado Springs 6:45 p. m., Denver 9:30 p. m.

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