

THE EVENING NEWS

Friday, January 27, 1912

SPARK NARRATIVE

Other people have their faults, and so have you and I. But all you have to do is to be true to your own nature. Take care and you will find that the world is all yours. And not much of a feat.

Be careful that you make no strife with the world. If you do, you will find that the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

and that her husband's corpse was somewhere entombed in a giant drift of diamond snow for her winding sheet. These pictures, terrible as they may appear to the readers of the Evening News, were not the work of a morbid imagination. They were the work of a woman who had seen the world as it is.

When Friday the 16th came, the sun rose upon a land of snow and ice. Drifts many feet deep were everywhere. Here and there the chimney of a house stood up like a tombstone in a sea of white. The land lay like a corpse under a winding sheet that had moulded itself into occasional wrinkles over the dead hills or set features. Snow came down in great flakes, and the air was filled with a soft, white rain.

Sometimes the searchers would find a man and horse together, the former lying dead, wrapped in his arms, with the whip in his hand. In the sleigh, one horse down, the other standing in the spot where the sleigh had been, the driver's fall till he shared his partner's fate. Sometimes the sleigh was found overturned, with the driver's body lying like a corpse under a winding sheet that had moulded itself into occasional wrinkles over the dead hills or set features.

Up to that fatal Tuesday, at whose mention many a heart will ache in Minnesota, for even the weather of the usual sort, clear, cold with occasional storms of snow, some of which had serious blockades of the country, had been a blessing. The farmers were all out at the nearest settlement. They were getting short of fuel, there was but a handful of flour at the bottom of the barrel, and the various reports received thus far, and making all allowance for the remaining parts of the State, I am led to conclude that the loss of life in Minnesota during the winter of 1911-12 was not less than two hundred and fifty to three hundred. It is just possible, though not probable, that the higher figure may be reached. Almost all of the survivors were children and widows, and the loss of life was a tragedy.

So utterly unprepared were the people of Minnesota for the coming of the storm, that many a man had clapped his hands and said, "The snow came in our faces." Knowing what the hurricane would do, he leaped into the air, and with a voice and a laugh, urged his covering horse out into the storm. When the work of death began, for more than fifty hours, till late on Thursday, the freezing wind and falling snow continued. It was not until the first of February, when the wind died down, that the snow-storm ceased. Then the snowing horses that toiled along, pressing with their heavy flanks, closer to each other, for warmth and shelter, and with sympathy, refused to go forward; the driver felt himself becoming listless, his cold limbs were growing warm, and warned of the swift coming of death, he would have traced his steps. Many a man who did so better, there were many who held on stubbornly till it was too late. There were many more who, goaded on by a dreadful fear of the fate of their wives and little ones, forced on through the drifts that grew deeper at every step and cold that became more intense every moment. And there were others who, gray with the contest, and, lying down, exhausted, and fully by the elemental rage into a slumber which knew no awakening. Sometimes the horses gave out, and the unhappy driver, benumbed and chilled, his movements impeded by his heavy clothing, had to abandon his team and to the drifts. The horses and shrieks of the horses that found themselves deserted by their masters are said by some few who survived such scenes to have been agonizing to hear. And at their homes, where they were being sought for, they were found dead in the corner and but a day's food in the larder. Night trod closely on the heels of noon. Perhaps the mother was alone with her sick child, her husband ten miles away in one direction, her children two miles away in another. These hapless parents suffered countless deaths. The wooden buildings cracked and rocked in the swing of the storm like ships at sea. The timbers cracked with the frost like rings. Beads of frost stood on every piece of woodwork, and there was no chance that the lamp set in the case could send its feeble light to the beleaguered inmates. It was impossible to open the doors, so high had the drifts become. The storm was a great, white, cold, and terrible thing.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

Oh, the world is all yours. Take care and you will find that the world is all yours. And not much of a feat.

SINGER SEWING MACHINE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

Sewing Machines, FANTON CASTORS.

THE SINGER SEWING MACHINE CO. has a large stock of Sewing Machines, and is now offering them at a special price. The machines are of the latest design, and are of the highest quality. They are made of the best materials, and are of the most durable construction. They are also of the most beautiful design, and are of the most perfect workmanship. They are of the most reliable construction, and are of the most perfect workmanship. They are of the most reliable construction, and are of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

Embroidery Attachment.

It is the latest and most perfect attachment for the Singer Sewing Machine. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship. It is of the most reliable construction, and is of the most perfect workmanship.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH CENTRAL RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

UTAH NORTHERN RAILROAD.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.

ST. LOUIS TRADE.

On and after Dec. 20, 1912, DAILY TRAINS WILL LEAVE THE Utah Central R. R. Depot, Salt Lake City, at 1 p.m. and 5 p.m. Leave at 9 a.m. and 4 p.m. Arrive at S. L. City at 11:30 a.m. and 7 p.m.