Commonwood

pany to resume construction at an early date. At Lagoon a number of valuable improvements were made during the

#### UTAH & PACIFIC.

During the year 1900 there has been no extension of the main line beyond Uvada, though at that point a wye has een constructed; and at other points sours, making I nger skilings and passthe tracks; so that the company now is in excellent shape to rush construc-

tion as soon as it begins. The revenues from freight and pas-senger traffic show a steady healthy increase and from renewed activity in adjacent mining districts, particularly at Fay, Stateline and the copper mines near St. George, Superintendent Ellerbeck looks for a still more presperous

This read, it was once thought, would reach the Pacific coast before any of the new enterprises, and in the event that arrangements are made with the Salt Lake & Los Angeles to use it in the conclusion may yet prove correct.

#### SALT LAKE & LOS ANGELES.

The business transacted by the Salt Lake & Los Angeles road between this city and Saltair Beach during the past year has been without parallel in the history of this road, under the adminis-tration of William J. Bateman as gen-eral manager of the company, the service has been all that can be desired on the part of the traveling public, who in this day and generation revel in

ulck and efficient service. The Los Angeles rond, or as it is more familiarly known, the Salfair line, has carried several hundred thousand passengers during the last year without a single accident which in itself isfeather in the cap of those connected with the operating department. In the freight department the year's business has been very satisfactory when the small amount of trackage operated is brought into consideration. Naturally from the location of the line, the major portion of the freight hauled has been salt, which averages several carloads a railroad company has kept a gang of men constantly at work in bettering the roadbed and replacing weak tles. Part of the trestle work at the approach to Saltair pavilion has been filled in with slag brought from the smelters and which makes an ideal ballasting for a

#### SALT LAKE & MERCUR.

Beginning with the month of January, 1901, the Salt Lake & Mercur railroad enters on its seventh year of operation The actual operation for traffic began in January, 1895. This road is so well known all over the country—the East as well as the West—that it does not seem necessary in this notice to state the location is from Fairfield, a point on the Oregon Short Line, to Mercur, the celebrated gold camp of Utah, The road has fourteen miles of track, and the peculiarities and character of the road, consisting of heavy grades and curves, compare with a hundred miles in a level country, both in construction and operation. The business of the road has increased from year to year, the annual statement for 1899 being gross earnings from ore haul, freight passenger, express, mail, etc., \$104,962. Expenses of conducting transportation maintenance of way and equipment and general expense. \$72,765.85, leaving a net earning of \$32,196.15. It is not possible at this writing to make up the 1900, but it will not differ materially from that of 1899. The officers of the road are: L. L.

Nunn, president; J. G. Jacobs, vice president and general manager; E. H. Airis, treasurer; J. J. Stewart, secre-

#### COPPER BELT RAILROAD.

The Copper Belt Railroad is a new enterprise not quite completed at this writing, but will be in operation before 1901 is many days old. The road being built now is an extension of the Rio Grande Western three miles west from its present terminus at Bingham, and will from time to time be extended till it reaches or at least accommodates every producing mine in the camp. There is a large tonnage to be moved awaiting the completion of the road.

The Rio Grande Western is the buildand that company leased the line to Mr. J. G. Jacobs for a term of years and Mr. J. G. Jacobs formed a company to operate it called the Copper Belt Railroad company.

While the mileage is short, the character of the road is very much the same as the Sait Lake & Mercur, which, from an engineering standpoint, was one of the most stupendous enterprises that was ever successfully carried to completion in this country. The Copper Belt line has a maximum seven per cent grade and forty degree curves, and will be operated with Shay engines and standard freight cars.

The officers of the new company are: J. G. Jacobs, president; William Bayly, vice president; C. K. McCornick treas-urer; F. Higinbotham, secretary; W. S. Hall director.

### ILLINOIS CENTRAL.

An addition of one agency was made during the year of the many railway agencies already established, that of the Illinois Central railroad. Donald Rose, who has been connected with the traffic department of that road for more than ten years, was appointed general agent, and opened his office here on April 1st with H. G. Powell as his assistant. Their line to Omaha had just then

been completed, and agencies tablished in the more important western cities. The business done by this company in Utah has exceeded the sanguine expectations managers, and they are naturally much gratified at the substantial encourage their first year's experience. Both freight and passenger business have been good, and bright are the prospects for the future. ment and patronage received during

The Illinois Central is peculiarly situated, being at once a western and a southern line, and having a main line, Omaha to New Orleans, of about fifteen hundred miles. The new portion of the road, Fort Dodge to Omaha, was constructed at a cost of \$4,000,000, and is a high standard piece of railroad. Its roadbed is twenty feet wide and is ballasted with grayed themselves. lasted with gravel throughout, and is laid with 85-pound steel rails.

Their limited trains are new throughout, and comprise everything that is up to date and modern in the railroad world. With five thousand, five hundred miles of thoroughly equipped road, reaching into fourteen States, from the snow fields of South Dakota to the fer-tile sugar and rice fields of Louisiana, it is not surprising that the company recently placed an order for seventy-five additional engines in order to properly handle the increased business along its various lines. Two of these are the largest freight engines in the world.

The latest move of the Illinois Central is of national importance, that of establishing a regular line of steam-ers between New Orleans and European ports. Arrangements were prac-tically made in this direction during the last few months by Mr. J. T. Harahan, rice president and general manager, who has just returned from Europe. They have now running in direct con-nection with their line a regular steam-er service to Cuba and Mexico, and New Orleans has already become a port

of considerable importance.

While it may be premature to say that the Illinois Central are already considering the advisability of extending their line westward from Omaha to the mountains the mountains, it is admitted that they desire a route to the coast, and intend in the not far distant future to have

#### comments. Secretary Love of the Utah Jobbers' Association Shows That This City is the Natural Business Center of

the Intermountain Country. communication of ~~~~~~~~~~ THE CLOSING year of the century will be long remembered by the Salt Lake public; 1899 was looked

upon as a banner year, but the one which is drawing to a close will exceed it in the volume of jobbing business transacted by fully twenty per cent, which means that the total wholesale trade reached the enormous sum of over \$22,500,000. It is true that competition has been exceedingly keen and profits

in some instances have been small, but, the increase will more than offset the loss in profits, Collections have been good and losses, therefore, necessarily few. Taken as a whole 1900 is the most satisfactory year the jobbers of Salt Lake have ever It may sound like an old story

to say that Salt Lake is naturally the jobbing center for the inter-mountain country, yet this fact is being demonstrated more and more each year as new territory is added to the routes of the various ing men who represent the big job-bing houses of this city. A few years ago the bulk of the trade which the Salt Lake jobber secured was con-fined to the cities of Utah, with an occasional order from nearby Idaho and Wyoming towns. But now the "knights of the grip" from Salt Lake, will be found hustling for business as far north on the Oregon Short Line as Dillon, Montana; west on the Oregon Short Line to Huntington, Oregon; east on the Union Pacific to Rawlins, Wyoming; west on the Southern Pacific to Butte, Montana, and east on the Ri-Grande Western to Grand Junction while the man with the "special line," reaches out to Butte and Helena, Montana, and east to Cheyenne, Wyoming: Leadville, Denver, and other Colorado citles, so that today Salt Lake does a greater volume of strictly jobbing business than any city between the Missouri river and San Francisco. What, ahead of Denver? Yes, Denver has nearly three times the population of Salt Lake, but her big stores are principally retail. She has two or three irst class grocery houses, but her dry goods, boot and shoe, and implement houses do not begin to compare with our own

Speaking of implement housesthe writer was walking down State street a few days ago with a trafofficial of one of the big trans-Missouri railway lines, when the atter remarked that no city that he had visited west of Chicago, could boast of as fine a lot of big farm mplement houses as Salt Lake, and e marveled where the business come from to support such magnificent establishments. But he "I know something of the colume of business they do. A few nonths ago I figured with a representative of one of these firms on hauling a trainload of implements and machinery from the Missouri him that a certain house in this city had shipped a train of twenty-five cars of dry goods at one time worth \$250,000 and that firm had moved Salt Lake forty-five cars of soap thich weighed 1,500,000 pounds, cost

# SALT LAKE'S IMMENSE JOBBING TRADE.

Reached the Record-Breaking Sum of \$22,500,000 in 1900.-Something of the Conditions Which Make this Achievement Possible.

## STORY OF 1900.

Based on the figures obtained

up to date.	
Boots and Shoes \$ Clothing and Fur-	750,00
nishings	750,00
Confectionery	250,00
Crockery and	
Glassware	650,00
Drugs and Sun- dries	500,00
Dry Goods and No-	4,000.00
Farm Implements	4,000,00
and Machinery .	3,250,00
ducts, etc	5,500,00
Lumber	1,000,00

ings

Glass

bles . . . . .

Furniture and House Fusnish-1.000.000 Hardware and Sporting Goods . Liquors, Cigars and 2,750,000 850,000 Paints, Oils and 500,000 Plumbers' Supplies 250,000 Meats and Vegeta-

500,000

Total. . . . . . \$22,500,000 boommen and a second

stacked, one box upon another, would have made a pile 135 miles high, he replied that it was these kind of purchases which must be direct from the manufacturer that enables the Salt Lake jobber to meet all outside competition.

Aside from the fact that the Salt Lake jobber buys his general staple line in large quantities he is cognizant of the fact that in order to maintain his supremcy he must buy in carload lots, such articles as envelopes, note books and scratch tablets, writing paper, baskets, wrapping twine, table oil cloth, lin-oelum, horse shoe nalls, wool twine, sad irons, matches, and even tooth picks, so that from the standpoint of buying goods, in large quantities. and from first hands, Salt Lake jobbers are on a par with the big houses of New York, Chicago, St. ouis, the Missouri River and San

But, says one, are not the freight rates against Salt Lake? How can you ship goods here and then reship to outside towns against the direct rates to such points? The Salt Lake merchant would be hampered in this respect if he worked under the regular class rates, which are so misleading to the uninitiated in the mysteries of rate making. However, we have the trans-Missouri commodity tariff, which, as it stands today, is largely the result of various confer-ences between the railway officials and the Utah Jobbers' Associa-

The commodity schedule on nearly all staple articles is so ar-ranged that rates on such articles are not greater when shipped into this city and again forwarded to tributary territory, than the di-rect rates would be from jobbing centers east and west to such points. Of course, it is not to be expected that a freight tariff can be so arranged that discrimination in come as new conditions constant-

arise which have to be met. Whatever the situation is, the Salt Lake jobber sees to it that er words, he meets all legitimate competition, aside from the fact that the country merchant can buy his goods just as cheap in Salt Lake as he can east or west, he knows that the science of merchandising is turning his stock over often, by making small purchases and securing quick returns. In this respect Salt Lake has a big advantage over eastern cities. For instance, a merchant in Pocatello, Idaho, calls up Salt Lake by 'phone-say at 12 o'clock today, and orders a bill of grocerles. The same night the Oregon Short Line loads a through car for the above point, and by tomorrow morning at 9 o'clock the Pocatelle merchant can get his goods from the rallway sta-

The Rio Grande Western offers equally as good service on south and east bound business. Then, again, in the matter of credits, the intermountain merchant realizes then he does business with the Salt Lake jobber he is in the home of his friends. Therefore the reasons for Sait Lake getting and holding onto the big end of the jobbing business of the intermountain States are:

First-Her geographical situation

being midway between the Mis-

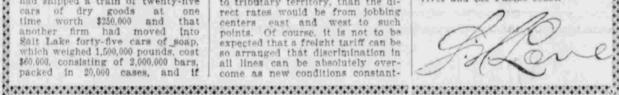
souri river and the Pacific coast, and at the gateway which leads to Idaho and Montana, on the north, and the Arizona line in the south. Second-It is the home town of two most excellent railway systems, the Oregon Short Line and penetrate the rich mining camps and fertile valleys of this region, and whose Interests in building up this city as a distributing center are to the interest of the jobber. Third-Her facilities for distribu-

tion and quick service are superior to any other city. Fourth-Her merchants carry a more complete, if not larger stocks than any other city west of Chi-

Fifth-As "business follows naturally the course of least resist-ance," Salt Lake is in a better position than any other city to get the good will of the country mer-chants on account of the various conferences conventions and other gatherings which continually bring

the people to the capital.

Then looking forward to the new century, Salt Lake as a jobbing center has centainly a bright future. It is conceded by the traffic men that the railway map of Utah will be materially changed in the next three years. The Burlington is not going to stop in a little desert town out in Wyoming, and when we get the Q look out for the when we get the 4 look out for the great rival, the Chicago and Northwestern; then with the S. L. & L. A. to the coast, the S. P. extended to this city, the R. G. W. with its rails into Cache Valley, and its eyes on the Uintah country. Salt Lake will begin to put on metropolitan airs as a railway cen ter as well as being the best job-bing city between the Missouri river and the Pacific coast.



### RAILROAD DIRECTORY.

\$60,000, consisting of 2,000,000 bars, packed in 20,000 cases, and if

The following are the Utah railroads and their officials, also the Salt Lake agencies for outside railroads and steamship companies: Atchison, Topeka & Santa Fe rail-

vay (Santa Fe Route) 411 Dooly block; C. F. Warren, general agent; J. J. Devereux, traveling agent.

Atlantic steamship lines (all companies) represented by L. A. Benton, Rio Grande Western; H. M. Clay, Union Pacific, and L. J. Kyes, Oregon, Short Line, at city ticket offices of Burlington & Missouri River railroad

(Burlington route) 79 West Second South; R. F. Neslen, general agent; L. W. Hahn and C. P. Pruitt, traveling freight and passenger agents; Wm.

Darke, soliciting agent. California & Oriental steamship line (Santa Fe-Japan route) 411 Dooly block, C. F. Warren, general agent. Chicago Great Western (Maple Lenf route), 58 West Second south street W. H. Lownsberry, traveling freight

& Northwestern railway (Northwestern line), F. E. & M. V., S. C. & P., C. S. & P. M. & O., 206 South Main street; C. A. Walker, general agent; D. J. Lindsay, traveling agent;

V. C. Evans, city solicitor . Chicago, Milwaukee & St. Paul railvay, 212 South West Temple street; L. L. Downing, commercial agent: Kent O. Kyes, traveling freight and passenger agent; C. S. Williams, traveling Chicago, Rock Island & Pacific ratt

way (the Great Rock Island route), 100 West Second South; J. E. Oglesby, general agent; J. L. Yundt and J. E. lark, traveling freight agents; T. J. Trewhela, soliciting agent; L. R. Adamn, city passenger agent. Colorado Midiand railroad (Pike's

eak route), 206 South West Temple treet; W. H. Donnell, general agent: D. Hudnall, live-stock agent; George Feakins, traveling freight and pas-ger agent; U. S. Devor, traveling ssenger agent.

Colorado Southern railway, formerly alon Pacific, Denver & Gulf, 52 West ond South. Hoyt Sherman, general

& Rio Grande rallroad (Scenic Line of the World), 109 West Second South, B. F. Nevins, general agent: H. M. Cushing, traveling passenger agent; George A. Hawkes, traveling freight agent; A. J. Gregory, ve-stock agent; W. E. Lawson, travelng freight agent. Houston & Texas Central railroad, 214 Dooly block, D. R. Gray, general

Illinois Central-75 west Second South: Donald Rose, general agent. Local Utah Railway association, room 3 Central block, C. H. Griffin, chairman. Mexican International railroad, 214 Dooly block, D. R. Gray, general agent.
Missouri Pacific railway, 107 West
Second South, H. B. Kooser, commercial agent; J. O. Reber, traveling

Morgan line (Gulf steamships), 214 Dooly block, D. R. Gray, general agent. New East Tintic railway, office Atlas block, J. A. Cunningaam, general man-

Oregon Short Line railroad, 1,475 oregon Snort Line railroad, 146 miles, Locomotives, 171; passenger cars, 152; freight and miscellaneous cars, 5,620. Offices: New York, 120 Broadway: Salt Lake, Oregon Short Line building, Edward H. Harriman, president; W. D. Cornish, vice president; W. H. Bancroft, vice Broadway: Salt Lake, Oregon Short
Line building. Edward H. Harriman.
president: W. D. Cornish, vice
president: W. H. Bancroft, vice
president and general manager:
Alexander Millar, secretary; F.
V. S. Crosby, treasurer; A. J. Van Kuran, local treasurer; F. W. Hills, audi-

tor; P. L. Williams, general attorney; I. O. Rhoades, general purchasing agent; S. W. Eccles, general traffic manager: D. E. Burley, general passenger agent; John A. Reeves, assistant general freight agent; G. L. Alley, general baggage agent; E. E. Calvin, gen-eral superintendent; J. H. Young, J. H. Orimstead, E. C. Manson, division su-perintendents; J. F. Dunn, superintend-ent motive power and machinery; W. J. Pollerton, master mechanic; J. B. Ber-

ry, consulting engineer. Occidental & Oriental Steamship company (Trans-Pacific)-D. R. Gray, 214 Dooly block; F. B. Choate, 201 Main Pacific Mail Steamship line, 214 Dooly

block, D. R. Gray, general agent. Pacific Express company, 12 south, Main street-J. W. Rogers, superintendenti J. A. Sanborn, agent; J. E. Cas-terline, depot agent; W. C.Mcran, cash-ier; T. H. Allen, money clerk; Fred Davidson, p. h. clerk; C. B. Standing, night depot clerk; J. J. Gerstner, way-Rio Grande Western railway-653.65

miles. Locomotives, 88; passenger cars, 80; freight and miscellaneous cars, 1,567.
Offices: President and secretary, No. 11 Broadway, N. Y.; general manager Denver, Colo.; operating, traffic and accounting, Dooly block, Salt Lake, W. J. Palmer, president; G. F. Peabody, vice president; D. C. Dodge, second ce president and general manager Walter Hinchman, treasurer; George Krause, secretary; W. F. Colton, cashler and assistant secretary; E. M. Shepard, counsel; A. E. Welby, general superintendent; T. Geddes, auditor; S. H. Babcock, traffic manager; George W. Heintz, general passenger and tick-et agent; J. D. Kenworthy, assistant general freight agent; George Sherrard, livestock agent; Mark Reedall, car ac-countant; A. T. Miller, trainmaster and chief dispatcher; John Hickey, general master mechanic: Thomas Tipton, purchasing agent; George Winsness, gen-eral storekeeper; E. J. Yard, chief en-gineer; J. T. Thomson, superintendent bridges and water service,

Salt Lake & Los Angeles—15 miles. Locomotives, 2; cars. 19. General of-fices, Nauvoo block, Salt Lake. Lorenzo Snow, president, Geo. Q. Cannon, vice president; Wm. McMillan, secretary and treasurer; Wm. J. Bateman, general manager; Mm. McMillan, general freight and passenger agent; F. S.Rich-

ards, general attorney.
Salt Lake & Mercur-14 miles. Loco Salt Lake & Mercur-14 miles. Locomotives, 5; cars, 19. General offices,
McCornick block. L. L. Nunn, president; J. G. Jacobs vice president and
general manager; E. H. Airis, treasurer; J. J. Stewart, secretary.
Salt Lake & Ogden-18 miles. Locomotives, 9; cars, 72. General offices, 161
south, Main street, Salt Lake. S. Bamberger, president and general manager;

berger, president and general manager; C. K. Bannister, vice president; J. Oberndorfer, secretary; Ed. W. Dun-can, treasurer; John S. Critchlow, audi-H. Kirk, master mechanic. San Antonio & Arkansas Pass raliway -D. R. Gray, general agent, 214 Dooly

Sanpete Valley rallway-58.75 miles. Locomotives, 2; cars, 26. General of-fices, McCornick block; operating and traffic offices, Manti, Utah. Theodore Bruback, president; S. T. Pearson, sec-retary, treasurer and auditor; H. S. Kerr, superintendent and traffic manager; William Watson, master mechanic.

St. Louis & San Francisco railroad (Frisco Line)-52 west, Second South; H. B. Worden, traveling freight and passenger agent.

Choate, general agent freight and passenger department; R. Craig, chief clerk; H. M. Clay, city passenger agent; J. M. Moore, general Western agent U. P. Coal company; F. H. Plaisted, W. L. Calhoun, traveling freight agents; W. S. McCarthy, contracting agent; R. S. Ruble, traveling passenger agent; E. H. Green, passenger agent; Scott Davis, general livestock agent; I. N. Fulton, soliciting freight agent; L. J. Kyes, city ticket agent; H. W. Nason, assistant city ticket agent. Legal department, Le Grand

Young, general attorney for Utah. Utah & Pacific-75.6 miles, Locomotives, 4: passenger cars, 20: freight and miscellaneous cars, 27. General offices, Hooper block, Salt Lake; A. W. Mc-Cune, president; David Eccles, vice president; C. W. Nibley, treasurer R. Ellerbeck, general superintendent; John Q. Critchlow, auditor.

tion and Inspection Bureau-Room 3, Central block; C. H. Griffin, agent. Wells, Fargo Express—A. C. French, Agent; H. C. Smith, cashler; Fred Hathway, o. h. clerk; R. W. Goddle, depot agent; L. A. Newson, night depot

joint agent.

### RAILROAD HAPPENINGS.

Jan. Ist-Electric light plant installed in the Rio Grande Western local yards and shops.

Jan. 19—Southern Pacific, Rio Grande Western, Denver & Rio Grande, Color-ado Midland, Burlington and Rock Island officials met in Salt Lake to discuss traffic arrangements.

Jan. 30—City Council Committees on Union depot grant, decide to donate Pioneer Square for that purpose.

Feb. 1—Through train schedules agreed upon on the part of Rio Grande Western. Denver & Rio Grande, Colorado Midland, Rock Island, Burlington and Southern Pacific, effective February of Medical Control of the cont

Salt Lake & Ogden and is succeeded by Feb. 13-Directors of Los Angeles Terminal company meet and talk over the project of building to Salt Lake. Feb. 14-H. E. Huntington announces that the Southern Pacific had pur-chased the Carson & Colorado raliroad

Feb. 16-Rio Grande Western, Colorado Midland and Colorado & Seuthern combination made public. Feb. 22-Gen. Agent W. H. Snedaker f the Rio Grande Western at San Francisco resigns to accept strvice with

the Illinois Central.

Feb. 21.—G. H. Olmstead appointed trainmaster of the Montana division Oregon Short Line.

March 1—Rock Island agency moved

Union Pacific rallroad (Overland route)-201 south, Main street; F. B.

Utah Demurrage bureau-Room 3, Central block; C. H. Griffin, commisbureau-Room 3, Western Railway Weighing Associa

Western Passenger Association→ Room 3, Central Block; C. H. Griffin,

Order cutting off ticket commissions to all agents goes into effect, whereby rallroads of the United States are estimated to save \$8,000,000 a year. Feb. 3-H. W. Early resigns as gen-eral freight and passenger agent of the

and would build a cut-off into Ogden.

Feb. 15-W. J. Bateman appointed manager, and William McMillan general freight and passenger agent of the Salt Lake & Los Angeles railroad, vice N. W. Clayton and I. A. Clayton, re-

into new quarters, 100 west Second

March 6—City Council grant Union Depot franchise. F. W. Thompson of

department, Rio Grande Western, with headquarters at San Francisco. March 8—Saltair Heach company meets and elects officers. President Lorenzo Snow succeeds N. W. Clayton as president, Joseph F. Smith succeeds T. G. Webber as vice president, and William McMillan succeeds I. A. Clayton as secretary and treasurer.

March 18.-Donald Rose appointed commercial agent at Salt Lake for the Illinois Central.

April 1-Burlington surveying party

enters Utah.

April 13-E. H. Harriman and party of Union Pacific, Oregon Short Line and O. R. & N. officials take a trip down to Uvada in a special train of five

April 25-B. R. Watson, general agent of the Burlington, died at his residence in this city of consumption. May 1-Four span, pin connection steel bridge of the Rio Grande Western over Green river completed at a cost of

May 2-Oregon Short Line and Rio Grande Western reject the Union depot franchise. May 9-R. F. Neslen appointed general agent at Salt Lake for the Bur-

May 16-Projected Salt Lake Valley

road gets franchise from city council.
May 27-President Collis P. Huntington of the Southern Pacific passes through Ogden for the last time. June 1-George Winsness appointed chief storekeeper, Rio Grande Western, to succeed Thomas Tipton, appointed general purchasing agent.

June 10-Rock Island secures the argest wool shipment of the season from Utah in the form of thirty cars from Cokeville consigned to Hecht Luebmann & Co., Boston, June 15-J. G. Doolittle resigns from

the agency of the Frisco line.

June 18.—The Altus tunnel on the
Park City branch of the Rio Grande Western completed. June 19-President Gen. William J. Palmer of the Rio Grande Western, and party of officials make a tour of the

June 20 .- John F. Evans appointed assistant auditor, Rio Grande Western, June 26—Articles of incorporation of the Ogden & Lucin Railroad company

filed with county clerk.

July 30-Park City branch blossoms out into a standard gauge road.

August 1-Utah railroad contractors meet Southern Pacific officials in San Francisco and figuee on construction

August 2-Rio Grande Western lets contract for erection of more hotel accommodation at Helper. August 3-Heavy tourist travel, inci

dent to cheap excursions from the East on all big roads, is now at its height. August 4—Salt Lake Valley Electric road forfelts its franchise by failing to begin work before this date. August 6-Tracklaying on Marysvale extension, Rio Grande Western, commences.

August 9-Rio Grande Western orders August 14-F. B. Choate, general agent freight department, Union Pacific, has his title changed to general agent, and has charge of the Salt Lake

August 21-J. O. Goodsell of the

Union Pacific transferred to St. Paul.
August 26—Richard English resigns
as division master mechanic of the Rio Grande Western at Helper, August 28-C. O. Whittemore leaves for Los Angeles to attend the meeting regarding the extension of the Terminal

August 30 .- Western passenger traffic officials meet in Glenwood Springs. September 1.—Burlington moves into new offices, 79 West Second South. The Brown discipline system goes into effect on Oregon Short Line and Union Pacific systems.
Sept. 14-Vice President William D.

inion Pacific, inspects the divisions in Sept. 15-J. T. Schlacks appointed to succeed Richard English as division master mechanic at Helper. Sept. 16—Vice President T. E. Gibbon,

of the Los Angeles Terminal road, comes to Salt Lake.
Sept. 22—President George B. Leighton, of the Los Angeles Terminal railroad, arrives in Salt Lake. Sept. 28—John A. Reeves appointed assistant general freight agent of the

Oregon Short Line.
Vice President J. C. Stubbs, of the Southern Pacific, visits Salt Lake. October 1-Senator Clark and pro-noters of Los Angeles road, arrive in Union Pacific places an order

100 engines. Oct. 10-Oregon Short Line stockholders hold annual meeting and re-elect old board of directors.
Oct. 15—Colonel N. W. Sample appointed consulting engineer for the Rio

Grande Western Oct. 23-J. H. Bennett, of this city. appointed general freight and passen-ger agent of the Nevada, California & Oregon rallway,

Oct. 27-Hoyt Sherman, agent for the Colorado & Southern in Salt Lake, left a legacy of \$420,000 by the will of his uncle, Senator Sherman. November 1-Heavy steam shovels arrive at Ogden for work on the South-

ern Pacific cut-offs. Nov. 7-Union Pacific puts on two more passenger trains on Wyoming di-vision and cuts down the time between maha and Salt Lake by seven hours. Nov. 10-Oregon Short Line intro-duces an electric headlight on the Butte-Portland express. S. J. Henry, eneral freight agent Rio Grande

Western, resigns. Nov. 15-A. T. Miller made trainmaster. and superintendent of telegraph, Rio Grande Western. L. G. Sloan succeeds Miller as chief dispatcher.
Nov. 17-City council, by a vote of

11 to 4 passes an ordinance vacating Pioneer Square, a preliminary step to granting the park to the projected Los Angeles rallway.

Nov. 22-Senator W. A. Clark, R. C. Kerens, J. Ross Clark, T. E. Gibbon G. B. Leighton, S. A. Bemis and a numer of other financiers meet at Knutsford and organize the Los Angees & Salt Lake Railroad company capital stock, \$25,000,000. California tah Exploration & Development con eany; capitalization \$6,000,000, Empi instruction company; capitalization \$1,000,000.

\* PEERY BROTHERS' Wheat

Flakes. the best breakfast food. Has unequaled flavor.

Awarded special Gold

Medal at late Utah

State Fairforquality.

A creditable bome industry. At all Grocers. Manufactur-PEERY BROS. MILLING CO.

OCDEN, UTAH.

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\*\*\*\*\* AGOLD MEDALS have been awarded us at EVERY FAIR since we began the photo business. There is no "chance" work"—it is because Johnson photos are best in artistic pose, light a fluish. A the Johnson Co., C. E. Johnson Supt. \*\*\*\*\*

### ALLEN TO THE PERSON. MWWWWWWWWWWWW



Time Table In effect Nov. 8,

Mercur, Provo, Nesden, Hutte, Helena, Port-San Francisco and inter-ate points liate points Ogden, Omaha, Chicago, nver, Kansas City, St. Louis 12:30 p.m Omatia, See Por Provo, Nepni, Mines-For Provo, Nepni, Mines-intermediate points, For Ogden, Butte, Helena, Port-land, San Francisco and inter-land, San Francisco and inter-. 6:05 p.m

DEPART.

-ARRIVE. From Ogden, Chicago Omaha, St. Louis, Kansas, City and From Ogden, Portland, Spokane, Butte, Helena and San Fran-\*From Milford, Naphi, Provo and Intermediate points. 9:35 a.m
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