

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

UTAH & PACIFIC.

During the year 1906 there has been an extension of the main line beyond Uvada, though at that point a new line has been constructed; and at other points changes have been made in route of the main line, making it more direct and passing the tracks so that the company now is in excellent shape to rush construction as soon as it begins.

The revenues from freight and passenger traffic have been healthy and increasing and from renewed activity in adjacent mining districts, particularly at Fay, St. George, and the copper mines near St. George, Superintendent Ellerbe looks for a still more prosperous season in 1907.

This road, 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 & the Oregon Short Line, the conclusion may yet prove correct.

SALT LAKE & LOS ANGELES.
The business transacted by the Salt Lake & Los Angeles line has been healthy and increasing during the past year. The history of this road, under the administration of William J. Bateman as general manager of the company, the Salt Lake & Los Angeles line, has been all that can be desired on the part of the traveling public, who in this day and generation revel in quick and efficient service.

The Los Angeles road, or as it is more familiarly known, the Salt Lake line, has carried several hundred thousand passengers during the last year without a single accident which in itself is a feather 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 majority of the freight hauled has been salt, which averages several carloads a week. By way of improvements the railroad company has kept a gang of men constantly at work in bettering the roadbed and replacing weak ties. Part of the trestle work at the approach to Saltair station has been filled in with slag brought from the smelters and which makes an ideal ballasting for a railroad.

SALT LAKE & MERCUR.

Beginning with the month of January, 1901, the Salt Lake & Mercur railroad entered on its second year of operation. The actual operation for traffic began in January, 1901. This road is so well known all over the country—the East as well as the West—that it does not seem necessary to state in this notice 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 grade, 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 1906 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, \$72,195.55, leaving a net earning of \$32,766.45. It is not possible at this writing to make up the 1906, but it will not differ materially from that of 1905.

The officers of the road are: L. L. Nunn, president; L. G. Jacobs, vice president and general manager; E. H. Alfrs, treasurer; J. J. Stewart, secretary.

COPPER BELT RAILROAD.

The Copper Belt Railroad is a new enterprise not quite completed at this writing, but will be in operation before 1907. It 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 builder, and 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 Salt 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. McCormick, treasurer; F. Higginbotham, 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 the 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 has just been completed, and agencies were established in the most important eastern cities. The business done by this company in Utah has exceeded the most sanguine expectations of the managers, and they are naturally much gratified at the substantial encouragement and patronage received during their first year's experience. Both freight and passenger business have been good, and bright are the prospects for the future.

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 main line, was constructed at a cost of \$1,000,000, and is a high standard piece of railroad. Its roadbed is twenty feet wide and is ballasted with gravel throughout, and is laid with 85-pound rails.

Secretary Love of the Utah Jobbers' Association Shows That This City Is the Natural Business Center of the Intermountain Country.

SALT LAKE'S IMMENSE JOBBING TRADE.

Reached the Record-Breaking Sum of \$22,500,000 in 1906—Something of the Conditions Which Make this Achievement Possible.

STORY OF 1906.

Based on the figures obtained up to date.

Boots and Shoes	\$ 750,000
Clothing and Furnishings	750,000
Confectionery	250,000
Crockery and Glassware	650,000
Drugs and Sundries	500,000
Dry Goods and Notions	4,000,000
Farm Implements and Machinery	3,250,000
Groceries, Produce, etc.	5,500,000
Furniture and House Furnishings	1,000,000
Hardware and Sporting Goods	2,750,000
Liquors, Cigars and Tobaccoes	850,000
Paints, Oils and Glass	500,000
Plumbers' Supplies	250,000
Meats and Vegetables	500,000
Total	\$22,500,000

stacked, one box upon another, would have made a pile 135 miles high, he replied that it was these kind of purchases which made the Salt Lake jobber so important.

Aside from the fact that the Salt Lake jobber buys his general staple in large quantities, he is a distributor of the fact that in order to maintain his supremacy he must buy in carload lots, such articles as envelopes, note books and scratch papers, writing paper, baskets, wrapping twine, table oil, linoleum, horse shoe nails, wool twine, saws, matches, and even tooth picks, so that from the standpoint of buying goods, in large quantities, the Salt Lake jobber is in a better position than any other city to get the good will of the country merchants on account of the various conferences and conventions and gatherings which continually bring the people to the capital.

Looking forward to the new century, Salt Lake as a jobbing center has certainly 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 great rival, the Chicago and Northwestern; then with the S. L. & L. A. to the coast, the S. P. extended to this city, the Salt Lake will be in a position to get the good will of the country merchants on account of the various conferences and conventions and gatherings which continually bring the people to the capital.

The commodity schedule on nearly all staple articles is so arranged that rates on such articles are not greater when shipped into this city and again forwarded to tributary territory, than the direct 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 all lines of business will become as new conditions constant.

ly arise which have to be met. Whatever the situation is, the Salt Lake jobber sees to it that his customers are protected. In other words, he meets all legitimate competition, and he knows 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 advantage over to him, 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 groceries. The same night the Oregon Short Line loads a through car for the above point, and by morning at 10 o'clock the Pocatello merchant can get his goods from the railway station.

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 when he does business with the Salt Lake jobber he is in the home of his friends. Therefore the reason for Salt Lake getting and holding onto the big end of the jobbing business of the intermountain States are:

First—Her geographical situation, being halfway between the Missouri 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—The fact that she has two most excellent railway systems, the Oregon Short Line and Rio Grande Western, whose rails penetrate the rich mining camps and fertile valleys of the West. Third—Her facilities for distribution 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 Chicago.

Fifth—As "business follows nature," the course of least resistance, Salt Lake is in a better position than any other city to get the good will of the country merchants on account of the various conferences and conventions and gatherings which continually bring the people to the capital.

Looking forward to the new century, Salt Lake as a jobbing center has certainly 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 great rival, the Chicago and Northwestern; then with the S. L. & L. A. to the coast, the S. P. extended to this city, the Salt Lake will be in a position to get the good will of the country merchants on account of the various conferences and conventions and gatherings which continually bring the people to the capital.

The commodity schedule on nearly all staple articles is so arranged that rates on such articles are not greater when shipped into this city and again forwarded to tributary territory, than the direct 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 all lines of business will become as new conditions constant.

Los Angeles agency of the Rock Island, appointed general agent of the passenger department, Rio Grande Western, with headquarters at San Francisco.

March 8—Saltair Beach company meets and elects officers. President Lorenzo Snow succeeds N. W. Clayton as president. Joseph P. Smith succeeds T. G. Webster as vice president, and William McMillan succeeds I. A. Clayton as secretary and treasurer.

March 18—Donald Ross appointed commercial agent at Salt Lake for the Illinois Central.

April 1—Burlington surveying party enters Utah.

April 15—R. H. Harriman and party enter Utah. The Oregon Short Line and O. R. & N. officials take a trip down to Uvada in a special train of five cars.

April 25—B. H. Watson, general agent of the Burlington, died last night 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 \$150,000.

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 Burlington.

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, Utah, en route to Salt Lake City.

June 1—George W. Wines, appointed chief stockholder, Rio Grande Western, to succeed Thomas Tipton, appointed general purchasing agent.

June 16—Rock Island secures the largest west 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, a party of officials make a tour of the system.

June 20—John F. Evans appointed assistant agent, Rio Grande Western.

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

August 1—Utah railroad contractors and the Southern Pacific in San Francisco and figures on construction bids.

August 2—Rio Grande Western lets contract for erection of more hotel accommodations at Heber.

August 3—Heavy tourist travel, inclined to cheap excursions from the East on all big roads, is now at its height.

August 4—Salt Lake Valley Electric road for sale by failing to begin work before this date.

August 6—Tracklaying on Marysville extension, Rio Grande Western, commences.

August 9—Rio Grande Western orders new engines.

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 agency.

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 Heber.

August 28—C. O. Whittemore leaves for Los Angeles to attend the meeting regarding the extension of the Terminal road to Salt Lake.

September 1—Burlington moves into new offices, 75 West Second South. The Brown discipline system goes into effect on Oregon Short Line and Union Pacific.

Sept. 14—Vice President William D. Cornish, of Oregon Short Line and Union Pacific, inspects the divisions in Utah.

Sept. 15—J. T. Schlicks appointed to succeed Richard English as division master mechanic at Heber.

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.

Oregon Short Line Time Table

In effect Nov. 8, 1906.

DEPART.	
For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis	6:50 a.m.
For Garfield Beach, Tooele and Terminus	7:45 a.m.
For Tropic, Mercur, Provo, Nephi and Mant	7:55 a.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	9:45 a.m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	12:30 p.m.
For Ogden, Denver, Kansas City, Omaha, St. Louis and the West	6:30 p.m.
For Provo, Nephi, Alford and intermediate points	6:05 p.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	10:50 p.m.

ARRIVE.	
From Ogden, Chicago, Omaha, St. Louis, Kansas City and Denver	5:30 a.m.
From Ogden, Portland, Spokane, Butte, Helena and San Francisco	9:05 a.m.
From Tropic, Mercur, Provo and intermediate points	9:35 a.m.
From Ogden, Chicago, St. Louis, Kansas City, Omaha, Denver and San Francisco	3:30 p.m.
From Garfield Beach, Tooele, and Terminus	4:00 p.m.
From Preston, Logan, Brigham, Ogden and intermediate points	5:55 p.m.
From Tropic, Mercur, Provo, Nephi and Mant	6:00 p.m.
From Ogden, Butte, Portland, San Francisco and intermediate points	8:15 p.m.

*Trains south of Juab do not run Sunday.

*Daily except Sunday.

Telephone No. 250.

CURRENT TIME TABLE.

LEAVE SALT LAKE CITY:	
No. 6—For Grand Junction, Denver and the East	8:30 a.m.
No. 7—For Provo, Grand Junction and the East	8:15 p.m.
No. 4—For Provo, Grand Junction and the East	8:00 p.m.
No. 10—For Tropic, Mercur, Provo and intermediate points	7:50 a.m.
No. 5—For Tropic, Mercur, Provo and intermediate points	8:00 p.m.
No. 3—For Ogden and the West	9:45 a.m.
No. 2—For Ogden and the West	11:05 p.m.
No. 8—For Provo, Grand Junction and the East	8:00 a.m.

ARRIVE SALT LAKE CITY:	
No. 5—From Provo, Grand Junction and the East	8:15 a.m.
No. 3—From Ogden and the West	9:15 p.m.
No. 8—From Provo, Grand Junction and the East	10:30 p.m.
No. 10—From Tropic, Mercur, Provo and intermediate points	8:00 p.m.
No. 4—From Ogden and the West	8:30 a.m.
No. 7—From Ogden and the West	9:45 p.m.
No. 1—From Tropic, Mercur, Provo and intermediate points	10:50 a.m.
No. 6—From Provo, Grand Junction and the East	8:00 p.m.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

See page 10 for Chicago and St. Paul.

DENVER & RIO GRANDE R.R. "Scenic Line of the World."

EFFECTIVE SEPTEMBER 28, 1906.

For Ogden, Cache Valley, Omaha, Chicago, Denver, Kansas City and St. Louis	6:50 a.m.
For Garfield Beach, Tooele and Terminus	7:45 a.m.
For Tropic, Mercur, Provo, Nephi and Mant	7:55 a.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	9:45 a.m.
For Ogden, Omaha, Chicago, Denver, Kansas City, St. Louis and San Francisco	12:30 p.m.
For Ogden, Denver, Kansas City, Omaha, St. Louis and the West	6:30 p.m.
For Provo, Nephi, Alford and intermediate points	6:05 p.m.
For Ogden, Butte, Helena, Portland, San Francisco and intermediate points	10:50 p.m.

Direct Route to Chicago

CHICAGO-UNION PACIFIC & NORTHWESTERN LINE

FASTER than any other route, equipped with Palace Sleeping Cars, Buffet Smoking and Dining Cars, with barbers and Dining Cars, meals "a la carte," LEAVES SALT LAKE CITY AT 12:30 p.m. DAILY. The Limited Fast Mail leaves Salt Lake every evening at 6:30. First class equipment, including Free Reclining Chair Cars. The Chicago Special leaves at 6:50 a.m. For tickets and reservations apply to ticket agents, or address C. A