AMONG THE RAILROADS

Profit by the Increased Activity in Mining.

BUSINESS OF THE GULF LINE

TROUBLES OVER THE COLORADO-UTAH FREIGHT RATES.

Will Again Be Discussed By the Western Passenger Association. But Not Likely to Be Settled—Suit to Foreclose on the Cincinnati, Jackson and Mackinaw Railway Company.

The Herald is in receipt of a letter from President Collbran of the Midland Terminal Railway company in responce to our asking for information on the output of the Cripple Creek mines and what the sentiment was in England on the silver question.

Here it may be said that President Collbran is one of the founders of Cripple Creek, and showed his faith in it at the beginning by being the first to build a costly piece of standard road into that now great camp. He even did more than that. He invested a few hundred thousand dollars of his private fortune there, and induced a number of his London friends to do likewise, and it was such confidence that has given to Cripple Creek its standing today. The Colorado lines are now reaping the benefit on tonnage, an important factor in itself. But few men have done more for Colorado than has Harry Collbran, and none are clearer on the financial part. The following is an extract from his letter:

"Answering yours of the 6th inst., reply to which has been delayed owing to my absence from Denver, I regret I am unable to send you any comparative statistics concerning Cripple Creek. I believe the following statements to be conservative and reasonably reliable:

"1—Cripple Creek is producing one million dollars per month, posssibly a little more.

"2—Its gross ore tonnage is about eighteen to twenty thousand tons monthly.

"3—From the substantial developments now occurring to both large and small properties, it is probable the output will be doubled by May or June.

"From my recent brief visit to Europe, I gather the impression that there is a great deal of idle capital seeking investment and that if the Europeans could be made to gain confidence in gold and silver mining in the United States, a great deal of it would flow this way; and although their views with regard to the gold standard were as strongly pronounced as ever, yet they do not look upon silver mines as being by any means valueless."

GULF LINE BUSINESS.

General Passenger Agent Winchell Gladly Welcomes New Camps.

Replying to a letter of inquiry, General Passenger Agent Winchell, of the Gulf road, advises The Herald that business is exceedingly good on that line. That new and growing mining camps, together with a largely increased production from the older districts, nets good returns to the passenger as well as the freight department. It means that travel is largely increased, and it is what can be called a paying road. It is a well known fact that when the tonnage increases in any section of the country that is comparatively new, passenger earnings climb up proportionately, and the passenger men then and there devise ways and means through compilation of facts and figures, to arrest the attention of a public seeking information of such mining section. Quoting in part from his letter, he says:

Regarding the two newest camps in Colorado, both of them are fortunately tributary to our line and are both very promising. The one at Cottonwood is not so well developed as the West Creek camp. A great many of the old Cripple Creek miners believe that West Creek is destined to be the greatest gold camp in Colorado, and I sincerely hope they may be right.

Breckinridge is doing very well indeed, but there is no boom and apparently no inclination on the part of the Breckinridge people to create such. A company is now forming with the object of investing about $3,000,000 in some of the old established mines there, putting in new machinery, etc. The business of that place is nearly double what it was last year and we confidently expect a still further increase.

The silver camp at Pitkin is also gradually turning into a gold producer and business has increased more than 400 per cent since the opening of the Alpine tunnel. There are fifty active properties there at present and the shipping is very lively.

The district all around Fairplay, Alma and London is improving every day. Shipments from that region are more than three times as large as they were during the corresponding period last year."

Will They Do It?

Today the Western Passenger association is scheduled for a meeting at Chicago, and the Associated Press gives it that "it is expected that the troubles over the Colorado-Utah business will be adjusted." But the members of the association, down deep in their hearts, do not believe anything of the kind. It isn't down on the boards that way. On the other hand, the logical and fairest interpretation to be put upon it is that "they will march up the hill and then march down again."

It must be remembered that only the other day there was a meeting in Denver, and the Rio Grande Western, Denver & Rio Grande, Colorado Midland and Gulf roads stood up and asked for what they deemed was justly theirs, but the chairman was constrained to say them, nay.

Of course, there was a governing factor behind the refusal, but that was only the beginning of the end.

Now then! The Western Passenger association, with headquarters at C-h-i-c-a-g-o, may longer deny our western lines the privilege of having a western association at Denver, but one thing is certain, the Chicago and river lines can't force our western people to come in.

There is now another aspect to it, full fledged in every way, and one that will grow from day to day i. e., the western lines are cutting a broader swath than formerly, and the lines that held good in former days will no longer be applicable. The Colorado-Utah lines have a broad-guage case with broad-guage men to handle it, and maintaining a position that is invulnerable within the ethics of latter day railroading, will win. Until they do there won't be any stable Western Passenger association.

Receivers Discharged.

BOSTON, Dec. 18.—The receivers of the New York & New England railway were discharged by Judge Colt in the United States court today. Messrs. Platt and Perry received $2,000 each, and the lawyers $29,000 and the trustees $10,000.

To Foreclose on the Mackinaw.

CINCINNATI, Dec. 18.—Walter B. Ritchie, as attorney for the Central Trust company of New York, in the United States circuit court today filed a suit to foreclose a mortgage for $4,616,300 on the Cincinnati, Jackson and Mackinaw railway. Frank B. Drake is now receiver of the road under appointment of another court. This petition prays for a receiver of the whole system and the sale of the property as an entirety.

Ritchie is the attorney of Senator Brice and the suit is part of the proceedings in securing a new line between Chicago and Cincinnati, as well as between the Ohio river and the lakes.

Western Passenger Association Convenes.

CHICAGO, Dec. 18.—A meeting of the Western Passenger association will begin tomorrow. During the session it is expected that the trouble over the Colorado and Utah business will be adjusted.

Eastern Rates Shot to Pieces.

The situation in east-bound freight rates from Chicago remains as it was and there seems to be no disposition whatever to observe the order of the presidents to maintain rates. No reductions have been reported, but all of the lines are now taking grains at far less than published tariff rates. Officials of the inter-state commerce commission have been at work during the last week gathering evidence as to the cut rates, but they have not gathered as much as they would like. They have not as yet secured enough to make a case against any of the leading roads. The general opinion seems to be that the cut rates will remain in effect until after the first of the year at least.

What the Roads Are Doing.

The earnings of the Santa Fe system proper for the first week in December were $637,545, a decrease of $8,076.

The earnings of the St. Louis and San Francisco were $116,830, a decrease of $1,973.

The earnings of the Atlantic and Pacific were $72,015, an increase of $1,059.

The earnings of the Santa Fe system, all lines, were $826,300, a decrease of $3,591. All the earnings given are approximated gross earnings.

The Atchison proper—6,481½ miles—earned gross for the year ending June 30, 1895, $28,875,300 net, $5,042,078. St Louis and San Francisco—1,328 miles—gross, $6,081,425; net, $2,329,493. Atlantic and Pacific—943 miles—gross, $3,508,235; net, $379,791.

The Missouri Pacific Iron Mountain earned for the second week of December $488,000, an increase of $45,000; Missouri, Kansas & Texas, $249,532, an increase of $11,359; Louisville, Evansville & St. Louis, $30,568, an increase of $6,945; Toledo, St. Louis & Kansas City, $35,775; a decrease of $1,847; Chesapeake & Ohio, $210,968, an increase of $20,367; Chicago, Milwaukee & St. Paul, $660,648, an increase of $84,330.

The Burlington Slate.

There will be many changes on the Burlington, caused by General Manager Merrill going to New York as second vice-president of the Erie. General Passenger Agent Eustis is slated for a higher position, but instead of being made passenger traffic manager, it is now claimed he will be promoted to the position of third vice-president, and in this event General Passenger Agent Francis is to go to Chicago to take charge of the company's passenger affairs there. George B. Harris, second vice-president and chief executive officer of the Burlington, has had to bear too heavy a burden on his shoulders for the last few years, and needs an assistant of Mr. Eustis' calibre. The man who will probably succeed W. F. Merrill as general manager of the Burlington is W. C. Brown, present general manager of the Hannibal & St. Joseph, St. Louis, Keokuk & Northwestern, Kansas City, St. Joseh & Council Bluffs and Chicago, Burlington and Kansas City railroads.

AN ERRONEOUS REPORT.

Men Were Not Discharged on Account of Their Religious Principles.

It is now more than a week since dispatches were sent out from Boise announcing that several of the employees in the shops there had been discharged on account of their religious views, and that the matter would be carried up to the highest tribunal in Union Pacific affairs.

There is not a scintilla of truth in the reports.

The Herald man, with a view of getting it so straight that there would be no need in the future to refer to it, took it up with Pocatello, Salt Lake and Omaha, and it may be said that at the latter two points, the accusations made have not been considered of sufficient moment to even warrant discussion. Infraction of rules was the real cause of the dismissals. The Engineers' and other orders thought seriously of taking up and ventilating the charges made by some discharged men, but it was finally concluded that it was not worth the trouble.

D. & R. G. APPOINTMENT.

Thomas F. Swan Becomes the Assistant Passenger Agent.

ST. LOUIS, Dec. 18.—It has been announced that Thomas E. Swan, chief clerk in the general passenger office of the Missouri, Kansas & Texas railroad, has been appointed assistant passenger agent of the Denver & Rio Grande, the appointment to become effective on the first of the year.

ANOTHER SHORT LINE.

Will Save Forty-Three Miles Between St. Louis and Nashville.

ST. LOUIS, Dec. 18.—A local paper states that information was given out at Marion, Ill., by a prominent railroad attorney that the leasing of the Paducah, Tennessee & Alabama railroad by its recent purchasers to the Nashville, Chatanooga & St. Louis, which went into effect today, means the formation of another through line from St. Louis to Nashville, Tenn. He says there are other roads interested in this lease, and that in a very short time the St. Louis & Paducah and the Nashville, Chattanooga & St. Louis will open up the most direct and shortest route from St. Louis to Nashville, Chattanooga and the south by the way of Hollow Rock, Tenn. This line will be forty-three miles shorter than any other line between these cities.

DEBS WITHDRAWS.

No Longer a Member of the Brotherhood of Locomotive Firemen.

TERRE HAUTE, Ind., Dec. 18.—Eugene V. Debs has voluntarily withdrawn as a member of the Brotherhood of Locomotive Firemen, of which order he was grand secretary for thirteen years and which he built up. He went before the local lodge and made a speech, in which he stated that as his path lay in a different direction from that pursued by the firemen, he felt it his duty to retire.

Two years ago, when he first organized the American Railway union, an attempt was made to expel him, but he went before the lodge and carried every thing with him by storm. A like movement was to have been inaugurated at the national convention at Harrisburg in 1894, but he went there and his enemies welcomed him as their friend. However much the members of the brotherhood may disagree with him as to his new order, nearly all are his personal friends.

Railway Notes.

S. W. Eccles of the Union Pacific, will return from Omaha on Sunday.

Superintendent Joe Young went south yesterday to look over his track.

Colonel Dan B Honin of Omaha, will come to Salt Lake to spend the holidays.

The Central Traffic association has agreed that clergymen rates for 1896 shall not be less than 1½ cents per mile.

The Pennsylvania railroad has invited bids on 2,000 standard box cars, which are to be put in service on the eastern line.

It is understood that Mr. C. H. Warren, general manager of the Great Northern, has tendered his resignation and will soon retire.

The Pullman company has an order from the Metropolitan elevated railroad of Chicago for twenty-five passenger coaches.

Mr. Joseph Briggs has resigned as traveling passenger agent of the Great Northern at St. Louis, and the position has been abolished.

Traffic Manager Babcock, General Agent Wadleigh, of the Rio Grande Western are out on the line. They will be at home tomorrow.

Mr. C. B. Brunson has been appointed chief clerk of the general passenger department of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn.

Mr. A. J. Ratcliffe, traveling freight and passenger agent of the Fort Worth & Denver City at Fort Worth, Tex., has resigned to engage in other business.

Pocatello advices are that S. S. Morris, formerly assistant superintendent on the Idaho division, is now trainmaster at Leadville for the Colorado Midland.

Mr. J. M. Hannaford has decided not to accept the first vice presidency of the Erie railroad, and will remain with the Northern Pacific as general traffic manager.

Mr. Charles H. Rockwell, late general passenger agent of the Cleveland, Akron & Columbus, has accepted the position of auditor of the Western Passenger association at Chicago.

A. H. C. Burnett, formerly of the Santa Fe passenger department in this city, is hobnobbing with fine people about Philadelphia, and one of these days his name will be mentioned in the Railway Age in connection with an appointment.

Mr. W. S. Thorne, city ticket agent of the Minneapolis, St. Paul & Sault Ste. Marie at St. Paul, Minn., has been appointed assistant general passenger agent of that road, to take effect January 1, with headquarters at St. Paul.

Mr. W. W. Wilson has been appointed general manager of the Gulf, Beaumont & Kansas City, with headquarters at Beaumont, Tex., to take effect January 1. Mr. J. H. Kirby is at present vice president and general manager.

Mr. R. E. Breder, traveling passenger agent of the Atchison, Topeka & Santa Fe at Cincinnati, has been appointed traveling passenger agent of the Erie lines, with headquarters at Kansas City, Mo., to succeed Mr. E. G. Davidson, resigned.

The Globe-Democrat says: It is scarcely in good taste for the Railway Age to continually sneer at the daily press. Without the valuable assitance of the daily press in the compilation of news the weekly press would be weakly, indeed.

The executive committee of the Trunk Line association has authorized the various railroads that comprise the association to issue clergymen's tickets good until March 1, by which time the Joint Traffic association will have acted upon the matter.

The St. Louis Southwestern last week decided to extend for ten days—to December 17—the time for its notification of withdrawal from the Southwestern Passenger association, but although waiving its claim for a differential fare on St. Louis-Texas business, it still stands upon its proposition to pay $1 more as agent's commission than the M., K. & T.

Train service between Chicago and the south will be further accelerated by the schedule which the Chicago & Eastern Illinois and Louisville & Nashville inaugurated on December 15. Trains leaving Chicago at 8:25 p. m. will arrive at Nashville at 8:55 the following morning, covering the 444 miles in 12 hours and 30 minutes. This reduces the time by 1 hour and 35 minutes.

The Chicago committee of the Central Traffic association last week agreed that no road should receive grain or other freight from another road unless the name of the road and the numbers of cars were plainly shown on all papers. It was also agreed that no road should issue a bill of lading until the country bill of lading shall have been delivered to the forwarding line, or in lieu of it a certificate of cancellation.

PROBATE COURT.

In the estate matter of Annie W. Clays, deceased, the court fixed December 28th, as the time for hearing the first annual account of Fred. W. Reynolds and Louis H. Farsworth, executors of the estate.

An order was made in the estate and guardianship matter of Samuel J. Richards, a minor, allowing final account and discharging the guardian as prayed for.

Charles P. Goodspeed, administrator of the estate of Henry C. Goodspeed, deceased, was granted permission to sell all the personal property consisting of household goods described in the inventory of the estate previously filed with the clerk.

In the matter of the estate of Morgan H. Williams, deceased, an order was entered directing T. A. Wickersham, administrator, to sell city water script to the amount of $749.13, as petitioned for.

Where Did I Get This Cough?

No matter; the great question is, How shall I get rid of it? Use THE PINEOLA BALSAM, a soothing combination of the remedies nature has put in the pine and other balsamic trees. It cures the inflammation and tickling in the throat and if taken in time will prevent the spread of the disease to the lungs. Ely's Pineola Balsam is strongly recommended in cases of asthma. Twenty-five cents is the price. Tell the neighbors about it.

Lynd's Chapter No. 1 Order of the Eastern Star will hold a special meeting this (Thursday) evening, at 7:30 o'clock, for installation of officers. Visiting members cordially invited.

ANN E. BUDDS, W. M.,
ANNIE E. POTTER, Sec.

REAL ESTATE TRANSFERS.

Emily H. Woodmansee to Wm. G. Alexander et ux, part lot 2, block 74, plat D	$3,300
Salt Lake Building and Loan association to Wm. E. Hubbard, lots in block 2, Wilkenson subdivision	550
John W. Whitmore et ux, to F. W. Hopkins, trustee, part section 20, township 1 south, range 3 west	100
Julia A. N. Hughes to James E. Cochrane, part lot 5, block 28, plat B	550
C. B. Jack to E. A. Monheim, part lot 2, block 70, plat A	600
Herman Brisacher, assignee, to Julia W. Crawford et al, part lot 4, block 31, plat B	1
Herman Brisacher, assignee, to John Godin, part lot 4, block 41, plat E	1
James H. Moyle et ux, to Henry Dinwoodey, part lot 6, block 60, plat B	1
Henry Dinwoodey to W. C. Jennings, part lot 6, block 69, plat A	1
James H. Moyle et ux to Wm. C. Jennings, part lot 8, block 68, plat B	1
Joseph S. Watson to G. Lavagnino, interest in Triangle and other lodes	1,000
Willard Kay et ux to G. Lavagnino interest in Triangle and other lodes	1,000
Henry T. Donovan by county clerk, to John Edwards, lots 5, 6, 7, block A and other property in McKeag's first addition	7
J. J. Donovan by county clerk to John E. Edwards, lots in block 4 and 5, McKeag's first addition	7

FRAGRANT
VANITY FAIR
CIGARETTES

BOARD OF PUBLIC WORKS

Claims of the Gravity Sewer Contractors Considered.

NEARLY FIFTY THOUSAND.

HEAVY CUTTING DONE ALL ALONG THE LINE.

Six Thousand Lopped Off the Claim For Excavating and Back Filling—The Item of $9,000 For Concrete Masonry Reduced to a Few Hundred—Contractors Say They Have Not Been Fairly Dealt With.

The board of public works met yesterday and consumed the entire afternoon in considering the extra claims of Morris, Hobson & Wilkerson, contractors, for extra work and material furnished in the construction of the gravity sewer. All the members of the board were present, as well as City Engineer Young. Of the claimants Messrs. Morris and Hobson, their attorney, Mr. Van Cott, and Mr. Marshall, the firm's engineer.

The total amount of the claims was $46,000, of which the board at its adjournment last night had allowed amounts aggregating $12,000. In considering the different items the strict letter of the contract was followed out as constructed by City Engineer Young and Chairman Doremus of the board, while in all matters not specifically embodied in the contract the members acted with discretion to do all parties concerned justice

The principal claim was one of $10,368 for excavating and backfilling. After considerable discussion it was arbitrarily allowed at $4,000.

For concrete masonry the contractors claimed an extra sum of $8,845, while the board saw fit to allow but $700.

A bill for $3,400 was presented for cement in concrete where proportions had been changed. This fared better than the majority of the claims, as the board allowed $3,000, while the matter will be further looked into and the full amount probably fixed upon as just.

Of a $600 claim for laying drain tile, but $100 was considered sufficient pay for this extra work.

Claims of $1,400 each for stone work and gravel had been put in, but the board saw fit to allow only $500 for each of these items.

The amount of $654 was allowed on a claim of $5,000 for plastering, while another claim of $7,500 for lumber used in supporting masonry was ignored in toto.

The contractors took no steps to accept the allowance of the board as a final settlement as far as could be ascertained after the close of the meeting they will take the matter of final acceptance under consideration for a few days. They claim they were not fairly dealt with, inasmuch as there was a conflict between the opinions of City Engineer Young and Mr. Doremus. The latter felt disinclined to allow any item that would occur from work on the sewer during the period he was city engineer, while he seemed willing to allow anything in the way of extra labor resulting from alleged mistakes on the part of the present engineer, Captain Young.

"We were between two fires," said one of the contractors after the meeting was over. "The other members of the board were of course guided by the ruling and conclusions of the two engineers, and of course when their views were antagonistic we were the losers."

LAND OFFICE FILINGS.

The following entries were made at the local land office yesterday:

Joseph Case of Jensen, Uintah county, final proof on homestead entry of the southwest quarter of section 31, township 5 south, range 23 east.

Abner N. Buckley of Orangeville Emery county, homestead entry of the north half of the northeast quarter of section 22, township 18 south, of range 8 east.

Fera Stilson of Orangeville Emery county, homestead entry of the west half of the northeast quarter of section 15, and west half of the southeast quarter of section 10, township 18 south, of range 8 east.

"Turn the rascals out"—the familiar party-cry—may be applied to microbes as well as to men. The germs of disease that lurk in the blood are "turned out" by Ayer's Sarsaparilla as effectually as the old postmasters are displaced by a new administration.

THE GROVES ESTATE.

Fannie W. Groves-Hollingsworth Appeals to the District Court.

Fannie Wetzel Groves-Hollingsworth, one of the contesting widows to the fortune left by Dr. Groves, is evidently dissatisfied with Judge McNally's recent ruling adverse to her interests in the estate. Yesterday, through her attorneys, John M. Cannon and J. M. Tanner, she filed an appeal to the district court from the action to the entire decision as being unjust and not in accordance with the law and evidence.

Thus it would appear that this interesting contest has but begun. Both the contesting widows are determined to fight the matter through the higher courts, and it is more than likely it will invite the attention of the supreme tribunals before it is finally settled.

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Rev. John Burgus, Keokuk, Iowa, writes: "I have been a Minister of the Methodist Episcopal church for 50 years or more, and have never found anything so beneficial, or that gave me such speedy relief as Dr. King's New Discovery." Try this Ideal Cough Remedy now. Trial bottles Free at

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Hood's Pills cure habitual constipation. Price 25c. per box.

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UNION PACIFIC SYSTEM.
THE THROUGH CAR LINE.
Trains arrive and depart at Salt Lake City daily as follows:
(In Effect November 17, 1895.)
ARRIVE.
From Chicago, Omaha, St. Louis, Kansas City, Denver, Park City and Ogden .....3:10 p. m.
From Helena, Butte, Portland, San Francisco and Ogden .....9:05 a. m.
From San Francisco, Cache Valley, Ogden and intermediate points .....7:25 p. m.
From Chicago, Omaha, St. Louis, Kansas City, Denver and Ogden .....3:20 a. m.
*From Frisco, Milford, Sanpete, Valley, Nephi, Provo, Mercur and Eureka .....5:50 p. m.
**Mixed train from Terminus, Tooele and Garfield Beach.....4:00 p. m.
DEPART.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Ogden and Park City .....6:00 a. m.
For San Francisco, Ogden, Cache Valley and intermediate points .....8:00 a. m.
For Ogden and intermediate points .....4:00 p. m.
For Chicago, Omaha, Denver, Kansas City, St. Louis, Butte, Portland and San Francisco .....7:00 p. m.
*For Eureka, Mercur, Provo, Nephi, Sanpete Valley and Frisco .....7:45 a. m.
**Mixed train for Garfield Beach, Tooele and Terminus..7:45 a. m.
*Trains south of Juab run daily except Sunday.
**Daily except Sunday.
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RIO GRANDE WESTERN RAILWAY
GREAT SALT LAKE ROUTE
Scenic Line. Standard Gauge.
Current Time Table.
IN EFFECT NOVEMBER 18, 1895.
LEAVE SALT LAKE CITY.
No. 2—For Bingham, Provo Grand Junction and all points east .....8:05 a. m.
No. 4—For Provo, Grand Junction and all points east ....7:40 p. m.
No. 5—For Ogden and intermediate points .....5:30 p. m.
No. 6—For Mt. Pleasant, Manti, Salina and all intermediate points .....1:30 p. m.
No. 8—For Eureka, Payson, Provo, and all intermediate points .....5:00 p. m.
No. 3—For Ogden and the west.11:45 p. m.
No. 1—For Ogden and the west12:15 p. m.
ARRIVES SALT LAKE CITY.
No. 1—From Provo, Grand Junction and the east .....12:05 p. m.
No. 3—From Provo, Grand Junction and the east .....11:35 p. m.
No. 5—From Provo, Bingham, Salina, Manti, Eureka and all intermediate points .....5:25 p. m.
No. 6—From Ogden and intermediate points .....9:40 a. m.
No. 7—From Eureka and Payson9:55 a. m.
No. 2—From Ogden and the west7:55 a. m.
No. 4—From Ogden and the west7:30 p. m.
Only line running through Pullman Palace sleeping cars Salt Lake City to San Francisco; Salt Lake City to Denver via Grand Junction and Salt Lake City to Kansas City and Chicago via Colorado points.
Through tourist or family sleepers without change, to Kansas City, Chicago and Boston.
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EFFECTIVE APRIL 29, 1894.
Train No. 2 leaves Ogden 7:00 a. m.; Salt Lake 8:05 a. m.; arrives at Pueblo 6:10 a. m., Colorado Springs 7:15 a. m., Denver 10:30 a. m., Cripple Creek 9:50 a. m.
Train No. 4 leaves Ogden at 6:25 p. m., Salt Lake 7:40 p. m.; arrives at Pueblo 5:20 p. m., Colorado Springs 6:35 p. m. Denver 9:25 p. m.
Connections made at Pueblo, Colorado Springs and Denver with all lines east. Elegant day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent. Shortest line to Cripple Creek, Colorado's great gold camp.
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