THE EVENING NEWS.

Thursday, Oct. 23, 1873.

AGRICULTURAL NOTES.

An intelligent friend has a valuable apple tree, which yielded a bountiful crop of apples once in two years. He expressed a desire that pomologists could have sufficient skill to make that tree bear a moderate crop of fruit every season, rather than a heavy crop one year and nothing the next. As the variety was so excellent they greatly desired a small supply at least every season. He was assured that if he would whip off all the blossoms on one half of the tree top the portion defoliated would yield a supply the next season. As he knew that if the tree produced fruit on only one half the top, there would be more than his family could use, he reluctantly tried the experiment, in the success of which he cherished no confidence, and whipped off every blossom to be seen within the area of about half of the tree. The result was just as it always will be nuder similar circumstances—there was a supply of fruit the following season on that part of the tree from which the blossoms had been removed, while the other portion of the branches yielded no fruit. The same result could have been attained by whipping off one-half or more of blossoms over the entire tree. By removing the blossoms the specimens of fruit would have been greatly lessened. Hence the energies of the tree would have been adequate to the perfect development of the limited crop, and also to the preparation of the fruit buds for the crop of the succeeding season. There is one fact connected with this subject which most people have not failed to observe—namely, when the blossoms of the young fruit, or both, have been destroyed by frost, the trees the following season will be unusually fruitful.—*Mobile Register.*

Butter kept in a room over night with the family, in winter, is not fit to use. It has absorbed so much of the odor that it has become foul. The taste of the bad air is plainly perceptible. But cover your butter plate (not an old one) with a tight dish—say a tin basin, and your butter will be found much the same as when placed there. It is, however, only perfect when kept, not occasionally but always, in fresh air. Housekeepers take note when once tainted it can never be cured, but tenaciously holds all it has and gets all it can. Like charcoal, gypsum or earth, it is a powerful absorber. From the time it is gathered in the cow until it is eaten in the family, the greatest care must be given to the lacteal product. Not only that, it reaches still further; the food, the water must not possess the odor. But generally the worst is in the vessel and the atmosphere that comes in contact with it. These, at least, if impure, impart their impurity, however pure the milk may have been before.—*Western Farmer.*

A ton of well saved fodder corn is worth, if well used, nearly the price of a ton of hay, yet how rarely is it well saved or well spent. Exposed, after husking, to all the storms of October, it is tardily housed in November, and, musty and mildewed, washed and weather beaten, it is not only the poorest fodder, but absolutely injurious to the stock, to which it is thrown in the roughest and most careless way in the barnyard. There it is trampled down in the snow and mire, and next spring is cursed as the greatest nuisance a farmer has to contend with. But let the cornstalks be shocked up carefully, spread well at the butts of the shock, and tied closely at the top until the corn is husked, and then put up in convenient bundles, and again set up, so that the rain can not penetrate the shocks, and as soon as husked carefully stacked or put away beneath a tight roof, and it becomes agreeable-looking, sweet-smelling, nutritious fodder, which will be readily eaten by all sorts of stock. *If it is cut up with any of the various fodder cutters into short lengths* or even chopped up with an axe on the barn floor, wetted, and sprinkled with a little salt and a handful of bran, it will be all consumed; and the manure heap in the spring will be altogether free from the objectionable, unrotted, and tangled stalks, while it will be equally enriched by their fertilizing remains. In this way the supply of feed will be economized, often leaving hay to spare for sale or permitting the number of feeding stock to be doubled, and besides, what is often a source of trouble and annoyance may be turned to good account and money made by it.—*American Agriculturist.*

The crop of corn raised by Mr. N. Freeman of Bridgton, upon his farm this season, shows that farming in Maine can, by judicious and intelligent labor, be made as profitable as in any other State. His crop on one field was 136 bushels of 35 pounds to the bushel, and was at the rate of 92 bushels to the acre. The entire product of the field was $138 33½; the entire cost $78 83, leaving a clear margin of $58 50½.—*Portland Argus.*

Suppose we have an animal that will dress six hundred pounds, and will sell for $7.50 per cwt. It will bring $45. This is the highest price for second quality beef, according to the quotation in the *Farmer* of September 10. Now suppose this animal is fed enough grain and good hay to bring it up to that class quoted "fair to good," and is increased in weight 100 lbs. It will then weigh 700 lbs., and sell for $8.50 and bring $59.50, instead of $45, and the extra 100 lbs. that have been produced bring not $8.50 but $14.50, the difference between $45 and $59.50. Or suppose the animal is increased to the condition of "good oxen," and is worth $9.50 per cwt. and has gained 200 lbs. It now weighs 800 lbs. and is worth $76.00, giving us $16.50 for the last hundred pounds, or $31 for the last 200 lbs. Who does not believe that with corn meal at 80 cents per bushel there is a profit in making beef at from 14 to 16 cents per pound? Before turning off our beef at low prices, would it not be well to look over these figures. It may cost $9.50 for meal enough to pile an extra hundred pounds of flesh on to an ox, but if at the same time the previous weight is increased in value one or two cents a pound, there is a good profit in the transaction. Good articles generally pay the best profits.—*New England Farmer.*

The Germantown *Telegraph* gives "our receipt for curing meat"—To one gallon of water, take one pound and a half of salt, half a pound of sugar, half an ounce of saltpetre, and half an ounce of potash. In this ratio the pickle can be increased to any quantity desired. Let these be boiled together until all the dirt from the sugar rises to the top and is skimmed off. Then throw it into a tub to cool, and when *cold*, pour it over your beef or pork, to remain the usual time, say four or five weeks. The meat must be well covered with the pickle, and should not be put down for at least two days after killing, during which time it should be slightly sprinkled with powdered saltpetre, which removes all the surface blood, etc., leaving the meat fresh and clean. Some omit boiling the pickle, and find it to answer well, though the operation of boiling purifies the pickle by throwing off the dirt always to be found in salt and sugar.

The *Southern Farmer* says: The arguments may all be in favor of the great size, but the facts are all the other way. Large horses are more liable to stumble and be lame than those of the middle size. They are clumsy, and cannot fill themselves so quick. There is nothing more surprising than to visit Montreal, and see the small built Canadian horses hauling large, two-seated carriages full of people, with apparent ease. A horse weighing nine hundred pounds, in Maine, takes a chaise or Concord wagon, with two men in it, and makes fifty or sixty miles a day, over hills that might have terrified Hannibal. But their weight is where it ought to be. It is compact, and not lying around loose. It is muscle, not pulp, that we want in a horse.

PRESIDING ELDERS AND BISHOPS

Of the Church of Jesus Christ of Latter-day Saints, in Utah Territory and adjacent Settlements.

Georgetown, Henry Lewis, Oneida co., Idaho
Bennington, J. W. Moore, " "
Montpelier, John Cosson, " "
Preston, W. H. Dalrymple, " "
Cold, N. G. Hillerson, " "
Liberty, R. K. Austin, " "
Paris, H. H. Horne, " "
Slanston, George Osmond, " "
St. Charles, John A. Hunt, " "
Fish Haven, Hugh Findley, " "
Lake Town, alias Bloxa, Lee Nebeker, Rich co., Utah
Meadowville, Josiah Tufts, " "
Randolph, Randolph Stewart, " "
Woodruff, Henry Lee, " "
Almy, Samuel Pike, Wyoming Territory
Evanston, Wm. G. Burton, " "

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Oxford, George Lake, Oneida co., Idaho
Clifton, Wm. Pratt, " "
Bridgeport, N. W. Packer, " "
Franklin, L. H. Hatch, " "
Weston, John Maughan, Cache co., Utah
Charleston, Simon Smith, " "
Newton, W. F. Littlewood, " "
Lewiston, W. C. Lewis, " "
Richmond, M. W. Merrill, " "
Smithfield, Samuel Roskelly, " "
Hyde Park, Wm. Hyde, " "
**Logan*, W. B. Preston, " "
Providence, M. D. Hammond, " "
Millville, G. O. Pitkin, " "
Hyrum, O. N. Liljenquist, " "
Paradise, David James, " "
Wellsville, Wm. Maughan, " "
Mendon, Henry Hughes, " "

WM. B. PRESTON is Presiding Bishop over the foregoing eighteen Wards.

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Samaria, Samuel Williams, " "

DANIEL DANIELS, Presiding Bishop over the two last named places.

Portage, O. C. Hoskins, Box Elder co., Ut
Downville, J. C. Downey, " "
Calls Fort, Thomas Hasper, " "
Bear River City, Wm. Neeley, " "
Mantua, H. P. Jensen, " "
Brigham City, Alvin Nichols, " "

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Willard City, G. W. Ward.

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L. J. HERRICK, Presiding Bishop.

**Ogden*, L. J. Herrick.
North Ogden, Henry Holmes.
Pleasant City, L. W. Shurtliff.
Mound Fort, David Mecrs.
Lynne, Robert E. Baird.
Slaterville, Thomas Richardson.
Harrisville, David Rawson.
Marriott, S. P. Hairerton.
West Weber, John I. Hart.
East Weber, A. Spaulding.
South Weber, John Cook.
River Dale, Sanford Bingham.
Eden, Richard Ballantyne.
Huntsville, F. A. Hammond.
Hooperville, Gilbert Belnap.

DAVIS COUNTY.

Kaysville, Christopher Layton.
**Farmington*, John W. Hess.
Centreville, Wm. R. Smith.
Bountiful, John Stoker.

MORGAN COUNTY.

Mountain Green, Eli Spaulding.
Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

C. S. PETERSON is Presiding Bishop over the three last named Wards.

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Littleton, W. G. Smith.
Richville, John Seaman.
Porterville, Alma Porter.
**Morgan City*, Richard Fry.
Round Valley, Samuel Carter.

W. G. SMITH is Presiding Bishop over the six last named places.

Croyden, Ephraim Swann.

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Henneferville, Chas. Richens.
Echo, Silas Asper.
**Coalville*, W. W. Cluff.
Unionville, Alonzo Winters.

WM. W. CLUFF presides over Morgan County and the above four Wards in Summit Co.

Wanship, G. G. Snyder.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Morell, John K. Lemon.
Kamas, W. Harder.
Parley's Park, Ephraim Snyder.

SAMUEL F. ATWOOD, Presiding Bishop over the above six Wards.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

**Heber City*, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " " James Leach.
3d " " Jacob Weiler.
4th " " Thomas Jenkins.
5th & 6th, W. H. Hickenlooper.
7th " Wm. Thorn.
8th " E. F. Sheets.
9th " S. A. Woolley.
10th " John Proctor.
11th " Alex. McRae.
12th " L. W. Hardy.
13th " E. D. Woolley.
14th " Thomas Taylor.
15th " H. T. Burton.
16th " Frederick Kesler.
17th " Nathan Davis.
18th " L. D. Young.
19th " A. H. Raleigh.
20th " John Sharp.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, David Brinton.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Rawlins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, G. W. Bryan.
Pine Canyon, Moses Martin.
**Tooele City*, John Rowberry.
Granteville, T. H. Clark.
St. Johns, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Beaulon.
Deep Creek, Edwin Tudicck.
Skull Valley, B. F. Knowlton.

UTAH COUNTY.

A. O. SMOOT, Presiding Bishop, Provo.

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Second Ward, A. H. Scott,
Third Ward, Hyrum Tanner,
Fourth Ward, Wm. Follett,
Lehi, David Evans.
Cedar Fort, H. F. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, L. E. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown.
**Provo*, A. O. Smoot.
Springville, Wm. Bringhurst.
Spanish Fork, A. K. Thurber.
Salem, alias Pondtown, Robt. H. Davis.
Payson, J. S. Tanner.
Santaquin, D. H. Halladay.
Spring Lake Villa, B. F. Johnson.

J. S. TANNER is presiding Bishop over the four last named places.

Goshen, Wm. Price.

JUAB COUNTY.

JOEL GROVER, Presiding Bishop

Mona, Edward Kay.
**Nephi, alias Salt Creek*, Joel Grover.
Levan, Elmer Taylor.

SANPETE COUNTY.

Fountain Green, R. L. Johnson.
Moroni, G. W. Bradley.
Fairview, Amasa Tucker.
Mount Pleasant, W. S. Seeley.
Spring City, Frederick Olsen.
Ephraim, Kanute Petersen.
Manti, A. J. Moffitt.
Gunnison, J. S. Horne.
Fayette, John Bartholomew.

SEVIER COUNTY.

J. A. YOUNG, Presiding.

Salina, Peter Rasmussen.
Glenwood, Heleman Pratt.
**Richfield*, Nelson Higgins acting.
Monroe, Moses Gifford.
Annabelle Springs, Edward Roberts.
Joseph, river Intermont.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, alias Holden, David Stephens.
**Fillmore*, Edward Partridge.
Meadow Creek, W. H. Stott.
Oak Creek, P. D. Lyman.
Kanosh, Culbert Klag.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

**Beaver*, John R. Murdock.
Minersville, James McKnight.

IRON COUNTY.

Paragoonah, S. S. Smith.
**Parowan*, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the three last named places.

Panguitch, G. W. Spry.
Cedar City, Henry Lunt.

KANE COUNTY.

Kanarra, L. W. Roundy.
Harmony, W. D. Pace.
Pa'wate, R. J. Johnson.
**Kanab*, J. T. Willis.
Virgin, John Parker.
Rockville, C. H. Smith.
Duck Valley, James Leatheud.
Kanab, Levi Stewart.

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Harrisburg, O. B. Adams.
Washington, J. W. Freeman.
St. George, D. D. McArthur.
Santa Clara, Edward Bunker.
Pine Valley, Wm. Snow.
Pinto, Richard Robinson.
Hebron, G. H. Crosby.

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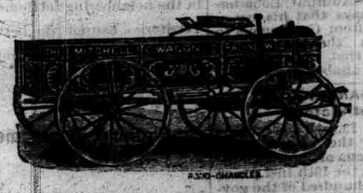
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Ask any man who has run one of these Wagons and he will confirm these statements.
THEY ARE THOROUGHLY WARRANTED.
And we point with pride to the fact that no man in Utah can say that either of these firms has not done the Square Thing at their Warranty.
There have been More of these Wagons Sold in this Territory
Than of any other manufacture, during the past season.
WAGON DEPOT ON STATE ROAD, N. E. Cor. of 1st East and 2nd South Street.
JOHN W. LOWELL & CO., General Agents.
We also keep on hand the Best Assortment of Wagon Stock and Hard Wood Lumber in Utah. 81y

BALL AND PARTY TICKETS PRINTED IN THE BEST STYLE OF ART AT THIS OFFICE.

Pioneer Furniture Stores.
ESTABLISHED IN 1857 AT 31 EAST TEMPLE STREET AND 75 FIRST SOUTH STREET.
WHOLESALE & RETAIL
DEALER IN
IMPORTED FURNITURE AND UPHOLSTERY GOODS
BED ROOM SUITS
AT
Henry Dinwoodey's.
NIGHT COMMODES—AT DINWOODEY'S,
PARLOR SUITS—AT DINWOODEY'S,
BOOK AND CLOCK SHELVES—AT DINWOODEY'S,
EXTENSION TABLES—AT DINWOODEY'S,
WINDOW SHADES—AT DINWOODEY'S,
OFFICE AND PARLOR DESKS—AT DINWOODEY'S,
WINDOW CORNICES—AT DINWOODEY'S
Book Cases, Cupboards, Meat Safes, Mirrors and Mirror Plates, Feathers, Spring Mattresses, And
The Wonderful Woven Wire Mattress
THE BEST BED OUT.
Special Inducements to Country Dealers.

TRAVEL.

Utah Southern
RAILROAD.
On and after Dec. 20, 1872,
Daily Trains
Will Leave the
Utah Central R. R. Depot
Salt Lake City at 7 a m and 2.30 p m
Arrive at Lehi at 8.45 a m and 4.15 p m
Leave Lehi at 9.30 a m and 5 p m
Arrive at S L City at 11.30 a m and 7.00 p m.
In addition to the above
MIXED TRAINS
Will run Daily, Sundays Excepted, leaving the
UTAH CENTRAL R. R. DEPOT
Salt Lake City at 6.10 a.m. and 1 p.m.
Arrive at Sandy at 7.25 a.m. and 2.15 p.m.
Leave Sandy at 9.50 a.m. and 4.50 p.m.
Arrive at Salt Lake at 11.00 a.m. and 6 p.m.
Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train.
For all information concerning Freight or Passage, apply to
JAMES SHARP,
General Freight and Ticket Agent.
F. LITTLE,
GENERAL SUPERINTENDENT.
d243

UTAH CENTRAL
RAILROAD.
Pioneer Line of Utah.

On and after May 12, 1872,
Daily Trains
Leave Salt Lake City at 8.30 a m and 3.45 p m.
Arrive at Ogden at 7.50 a m and 5.45 p m.
Leave Ogden at 8.40 a m and 6.30 p m.
Arrive at Salt Lake City at 10.40 a m and 8.8 p m.
In addition to the above,
Mixed Trains
WILL RUN DAILY,
Sundays Excepted.
Leaving Salt Lake City at 8 a m and 6.3 p m, and Ogden at 8 a m and 6.50 p m.
Freight trains leave Salt Lake at 12 m and Ogden 12.30 p m.
Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.
For all information concerning freight or passage apply to
JAMES SHARP,
Gen. Freight and Ticket Agent.
JOHN SHARP,
GEN. SUPERINTENDENT.
411-1y

GILMER & SALISBURY'S
DAILY
Stage Lines
THROUGH
Utah, South-east Nevada and Montana.
Leaving Salt Lake City daily, running south to Tintic, American Fork, Mount Nebo, Scevier, St. George, Utah; and Pioche, Nevada;
PASSING THROUGH
Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and all the principal towns and mining camps in Southern Utah and South-east Nevada. Also leave Corinne, Utah, daily, running North to Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal towns and mining camps in Montana.
PRINCIPAL OFFICE,
WELLS, FARGO & CO. BUILDING
SALT LAKE CITY.
42tf

THE DESERET NEWS
BOOK BINDERY
PAPER-RULING
AND
BLANK BOOK
MANUFACTORY
IS supplied with the most recent and improved Machinery for the execution of the following class of work:
RECORDS,
REGISTERS,
RAILROAD,
BANK,
MINING,
LEGAL,
COMMERCIAL,
CORPORATION,
COMPANY,
COUNTY AND
TERRITORIAL
BLANK WORK
Ruled and Bound to Order.
Music, Magazines and Periodicals
Bound in Cloth or Leather, and the Best Style of Art.
Pamphlets, Reports, By-Laws, Rules, Regulations, Catalogues, Price Lists, Etc., Etc.,
Made up on the Shortest Notice.
THE PIONEER
PAPER-RULING
ESTABLISHMENT
In the Rocky Mountains
Mining Blanks, Pay Rolls, Way Bills, Time Books, Ledgers, Registers and

RAILROADS.

C. P. R. R.
ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows:
8.40 a.m. (Daily) Passenger Trains for Reno (for Carson and Virginia City), Sacramento, Marysville, Reading (for Portland, Or.), Stockton, Merced, Gilroy, Soledad, Tipton (for Los Angeles), San Jose and San Francisco.
8.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco.
T. H. GOODMAN, Gen'l Passenger and Ticket Agent.
A. N. TOWNE, Gen'l Sup't. OWEN H. RICE, Agent, Salt Lake City.
Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.
UNTIL further notice trains will leave and arrive at Ogden daily as follows:
LEAVE.
Daily Express, 3.30 a.m.
Mixed, 6.30 p.m.
Freight, 10.30 a.m.
ARRIVE.
Daily Express, 5.10 p.m.
Mixed, 8.35 a.m.
Freight, 6.10 a.m.
Daily connections made at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.
At Bryan with stages for Sweetwater mines.
At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.
At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe, and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.
Tickets for sale to all points East at office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.
Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.
For purchase and all information in regard to passage, apply at ticket offices.
Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodation and quick time.
THOS. L. KIMBALL, Gen'l Ticket Agent.
T. E. SICKELS, Chief Eng'r and Supt. d79

THE CHICAGO, ROCK ISLAND
AND
PACIFIC RAILROAD.
THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the
Shortest, Quickest and Best Route between the
PACIFIC & ATLANTIC
Via
Des Moines, Rock Island and Chicago.
The only route carrying the through Overland Letter Mail, making close and reliable connections at
OMAHA,
With trains arriving from the West by Central and Union Pacific Railroads, and at
CHICAGO,
With all Fast Express Trains, East, North and South.
The most elegantly furnished PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between
OMAHA AND CHICAGO.
THROUGH TICKETS to all points East can be obtained at Company's Office, 208 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento.
Be sure your tickets read VIA ROCK ISLAND.
A. M. SMITH, General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
A. L. WARD, Gen'l Agent for Pacific States, San Francisco. d244 6m

LOUISIANA, MO.,
SHORT ROUTE,
Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads, from
Kansas City to Chicago,
WITHOUT CHANGE.
Crossing the Mississippi at Louisiana, Mo., and passing through Jacksonville, Bloomington and Joliet.
The Best, Quickest and Most Direct Route from Kansas City to
Louisiana, Mo., Alton, Bloomington, Milwaukee, Cleveland, London, Rochester, Troy, Harrisburg, Boston, Burlington, Ia., Pekin, Springfield, Ill., St. Paul, Pittsburg, Hamilton, Syracuse, Albany, Philadelphia, Jacksonville, Peoria, Joliet, Detroit, Buffalo, Toronto, Utica, Springfield, Ms. Baltimore, Whitehall, Rock Island, Chicago, Toledo, Niagara Falls, Montreal, Schenady, Worcester, New York.
And all points East and North and in Canada.
Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago.
The only line running these cars between St. Louis and Chicago, and running both Palace Sleeping and Dining