

## UHICAGO, ROCK ISLAND AND PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivalled geographial position, the shortest and best route between the East, Northeast and South West, Northwest and Southwest

It is interaily and strictly true, that its connections are all of the principal lines of read between the Atlantic and the Pacific,

By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Daveaport, Muscatine, Washington, Keo-kuk, Kuoxville, Oakaloosa, Fairfield, Bes Moines, West Liberty, Iowa City, Atlantic Avoca, Andubon, Harlan, Guthrie Center and Council Finffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hundreds of cities, villages and towns intermediate. The

## GREAT ROCK ISLAND ROUTE,

As it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UP HOLSTERED and ELEGANY DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and handsomest PALACE SLEEPING CARS, and DINING CARS, that are acknowledged by press and people to be the FINEST RUN UPON ANY ROAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER. TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

## ALBERT LEA ROUTE.

January 1882, a new line will be opened, via Seneca and Kankakee, between Newport News, Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried on Fast Express Trains. so For more detailed information see Maps and Folders, which may be obtained, as well as Tickets, at all principal Ticket offices in the United States and Canada, or of







Pueblo and Denver. AT WHICH LATTER POINTS. DIRECT CONNECTIONS

Are made with trains for Kansas City, Omaha,

And all Principal Points in the United States and Canada.

On and after January 15th, 1884,

THE ATLANTIC EXPRESS TRAIN composed of the Celebrated Buffet and become Carvalso Elegant First Class Coachand Emigrant Sleeping Cars will leave den daily at 842 a.m., (on arrival of train m San Francisco), and Sait Lake at 106 m., making direct connection at Fuelde and Denver with trains for the East, North THE PACIFIC EXPRESS TRAIN

from Denver, Pueblo and Easteri ints will arrive at Ealt Lake daily at 5 02 a , and Ogden at 7 27 a. m., making direc an Francisco and the Pacific Coast.

LOCAL TRAINS leave Spring-wills daily at 657 a. m., 573 Lake 9 12 m. arriving at 0 orden at 16 47 a. m. Returning leave Ogden at 3 62 p. m., Salt

nice 4 42 p. m., arriving at Springville at 6.52 leave Salt Lake daily for Blagham and Alta at 657 a.m., returning, arrive at Salt ake 3 32 p.m., Orden at 5 12 p.m., and cave Orden at 662 p.m., arriving at Salt

ake at 7.83 p. m. A REALT OF DESIGN AND ATION TRAIN A leaves salt Lake daily (except Sun-days) at 4.32 a. m., arriving at Pleasant Val-ley Junction at 4.47 p. m., returning leaves Pleasant Valley Junction at 6.32 a. m., ar-

riving at Sait Lake at 6 23 p. m. D. C. DODGE, Gen'l Manager, DENFER, COLORADO.

W. H. BANCROFF, E. A. MUDGETT, Superintendent. Gen'l Agt. Pass. Dep't SALT LAKE CITY.

## JOHN MALQUIST.

BLACKSMITHING

IN ALL ITS BRANCHES. Repairing in Wagons & Machinery

HORSE-SHOEING A SPECIALTY.

Corns and Diseases of the Fers treated successfully,

All at CHEAPEST RATES, at old stand Commercial and Glive Sis.

fast of Palace Baths. J. MEALQUIST

CHAPTER IL. " ablen. Mass., i eh. 1, 1840. Gentlemen --I suffer d with attacks of sick hen incho " Nouralgia, female trouble, f r years la, he must terrib's and excruciating many

Normalicine or doctor could give me re f or cur- unfil I used Bap Bitters. Tre first ballle Natis cured mests the record made me as well and strong

wednesday · Feb. no, 1884. Wednesday · Feb. no, 1884. CITT. COUNCIL.) The City Council convened last even-ing at the usual hour, Mayor Jen-nings presiding : The oat

cessary bonds.

The addition to the members, of whom there was a full quorum, except Coun-cilor Riter, the Mayor-clect, Hon. James Sharp, and City Council-elect were also puesent. Mr. Sharp occu-pied a sear by the side of Mayor Jen-nings upon the chairman's platform, by invitation of the latter. After the usual preliminaries in-cident to opening, the business of the evening was proceeded with as follows: A petition was presented from the Denver & Rio Grande Western Railway company by George Goss, chief en-

BANKS.

LONDON BANK OF UTAH.

class to control of the second bar is a realized with a presented from the benver, asking for a leence permitting the month of annuary to maintrain and operate a railway track for the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bound barech, so the term of team of the second bare term of team of the second barech, so the term of team of the second barech, so the team of the second barech, so the team of team of the second barech, so the team of the tere of the second bare team of the tere second barech, so the term of the second barech, so the team of the tere second the term of team of the second barech, so the term of team of the term of team of the tere second the term of team of the second barech, so the term of the second barech, so the term of team of the second barech, so the term of the second barech, so the term of the second barech, so the second the term of the second barech, so the term of the second th

rom 9 to 12 p. m.

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 & Davis in regard to their license as brokers, reported that no additional legislation was necessary, as their case was covered by existing ordinance.
Adopted.
The committee on municipal laws, to whom was referred the report of the City Surveyer in relation to establish-ing certain stone points from which to make measurements, etc., and asking following motion, which was unnui-mously carried: That a special committee of five, one of the Alderman to be chairmany boap-pointed by the Mayor to prepare suit-able resolutions expressive of the uni-versal respect entertained by the people of Sait Lake City for the retiring Gor-poration officers and City Council, and of the peculiar political conditions which have made important changes in the personnel of the city government expedient. Mayor Sharp named as said commit-

ing certain stone points from which to make measurements, etc., and asking for information in relation to the es-tablishment of street grades in the northeast part of the city, recom-mended that in view of the present financial condition of the city, the es-tablishment of street grades be pursu-ed no further at present, and that the City Altorney be instructed to bring in a bill for an ordinance amending an or-dinance relating to city surveyors—sec. 91—so as to make it read "two feet and expedient. Mayor Sharp named as said commit-tee, Alderman Spiers, Councilors Wells, Grant and Jennings, and Alderman

On motion of Councilor Clark it was decidad that the rules which governed the former Council be adopted and re-main in force during the pleasure of

dimance relating to city surveyors—sec. 91—so as to make it read "two feet and one-half inch west and two feet and one-half inch north of the point of in-tersection of the base and meridian," ctc.; and that said report be filed for future reference in the Recorder's office. Adopted. The special committee appointed to provide suitable entertainment for the Wyoming legislators on the night of Friday, February 15th, 1884, reported that a grand civic ball was given on that evening, the expenses of which, with vouchers detailing each item for which the Corporation was liable,





