HENRY WAGNER,
SALT LAKE CITY,
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Second South Street, Three Doors East from Main Street.

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ACTIVE FLUCTUATIONS IN THE Market offer opportunities to speculators to make money in Grain, Stocks, Bonds and Petroleum. Prompt personal attention given to orders received by wire or mail. Correspondence solicited. Full information about the markets on our Book, which will be forwarded free on application.
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CORTICELLI SILK
HAVE A RECORD OF
46 YEARS SUCCESSFUL BUSINESS,
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CORTICELLI SPOOL SILK
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CONSUMERS SHOULD
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REMEMBER THAT
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OUR ILLUSTRATED BOOK on Knitting (No. 5), will be sent on receipt of three 2-cent stamps.
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COAL! COAL! COAL!
WE ARE NOW SELLING THE CELEBRATED
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CHARCOAL, COKE, PIG IRON, WOOD, Etc.
SEND YOUR ORDERS TO
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DESERET NEWS COMPANY,
Manufacturers and Dealers in
NEWS PRINT, BOOK,
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PAPERS!
Parties desiring any of the above, are invited to call and examine our Stock and Prices before purchasing elsewhere.
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MOST PERFECT MADE
Prepared with strict regard to Purity, Strength and Healthfulness. Dr. Price's Baking Powder contains no Ammonia, Lime, Alum or Phosphates. Dr. Price's Extracts, Vanilla, Lemon, etc., flavor deliciously.
PRICE BAKING POWDER CO., Chicago and St. Louis.

UNCLE Sam has found it at last! A sure remedy for Torpid Liver, Sick Headache, Habitual Constipation, Chills and Fever, and all affections of the Kidneys and Liver. This is a New Compound, and one trial will convince you that it is the Cheapest and Best Remedy in the Market for Diseases of Kidneys, Liver and Stomach. If you want a pure vegetable compound, that is positively guaranteed to contain no mercury, go to your Druggist, and get a Bottle of the Arkansaw Liver and Kidney Remedy. Price, $1.00 per Bottle.
H. H. MOORE & SON.
For Sale by all Druggists.

PIONEER
PATENT ROLLER MILL CO.
Mill: No. 53 North Temple Street, East. Office: 21 South Temple Street, West
BRANDS:
HIGH PATENT,
BAKER'S No. 1.
PERFINE WHOLE WHEAT FLOUR.
HIGHEST CASH PRICE PAID FOR WHEAT.
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ELIAS MORRIS, Supt.

GO TO
Beck's Hot Springs
AND ENJOY THE LUXURY OF A
BATH IN THESE EXCELLENT MINERAL WATERS,
WHICH ARE HEALTHFUL AS WELL AS PLEASANT.
Do not get an idea that these waters are not as pleasant in the WARM as in the COLD weather. A trial will convince you that they will rest and do you good.
Wagons leave the city every hour for the Springs.
REFRESHMENTS of all kinds for sale on the Grounds, and every accomodation to meet the public want.

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TAYLOR, ROMNEY & ARMSTRONG,
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CENTRAL BRANCH HOUSE
OF THE
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—BUILDERS OF—
FINE CARRIAGES,
BUGGIES & SPRING WAGONS,
FARM, FREIGHT,
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Seats, Wagon Covers, Robes, Whips, Wagon Extras, Lamps, Rubber, Cotton Goods, Cloth, Duck, Waterproofs, Etc.
Fine Harness a Specialty.
ALSO REPRESENTING
J. I. Case Threshing Machines, Steam Engines, Saw Mills and Horse Powers,
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South Bend Chilled Plows,
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MACHINE OILS.
33 and 35 Main Street,
SALT LAKE CITY, UTAH.

EVENING NEWS.

Thursday . Jan. 6, 1887

HAND-SHAKING IN WASHINGTON.

For the DESERET NEWS.]

Every city puts upon its people a trade-mark. Boston stamps the head, Chicago marks the feet, Washington energizes the hand. We can understand why expansion pushes upward in a Bostonian, and pulls downward in a Chicagoan; but why in our political metropolis, in a city of strangers, this immoderate and familiar hand-shaking? It is a stern fact that in Washington, wealth, pedigree and brains, all pay court to official position, and from this arises the popular belief, that members of Congress coming from their constituents, where handshaking is automatic, spread the contagion, making the hand-shaking of Washington a barren conventionality, an idea that ought to be resented, as hand-shaking certainly is a very great factor in manipulating this, the greatest government the world ever saw.

You will readily admit that geography plus inheritance makes the man; that all men are full of prejudices; that some men have rigid opinions; that a man in perfect agreement with a fellow being would be a rare finding. Then at Washington, the heart of this Titian Democracy, where comes pouring in the multitude from every point of the compass, each covered with the markings from his own locality, holding his own peculiar opinions, until it becomes dangerous to open your mouths, (except upon the broadest generalities, such as the weather, the health of families, etc.,) how shall this divergent mass communicate when heads are dissimilar? Fortunately underneath all this confusion, the heart of humanity beats identically and finds expression in the hand. You, who fancy that hand-shaking is a mere conventionality, make a round of calls upon a reception day and note the marks of expression. Begin with Mr. Cleveland. So early! In this instance you will find that punctuality is the thief of time, you will have none to waste in waiting. Get a good seat. Watch the anxious crowd as it gathers in the East Room, each mantle to shake the hand of the President for one of two reasons, either of respect for a government whose President is one of the "common people," or that they may talk about it, "bequeathing it as a rich legacy unto their issue," etc. As the door opens to admit the President and his wife, see how awestruck is the buzzing, whispering multitude, it rises and seems for all the world like a funeral procession keeping time to "The Dead March in Saul." Mr. Cleveland looks bored, and were it not for an expression that seems to say, "I scorn to serve the President; why so much to the office and so little to me?" We might fancy as we look at the pump-handle action that there was nothing in it except mechanical energy. If the motion wearies him, why not let a lackey put his arms through the Executive sleeves and shake for him? Mrs. Cleveland looks bright and pretty and gives each hand a dainty squeeze which seems to say, "It is nice to be the first lady in the land and I love to have you come and see me." Pass now to another, select an ultra-fashionable one. If your card announces plain Mr. ——, the shaking of your hand will remind you of being alone in the prairie and meeting a western blizzard; if you keep from making an apology for ever being born and get a warm place, you will enjoy it ever so much.

The handshaking of government officials will naturally fall into tribes and genera. There is the Allisonian shake, all on one side; he always shakes with you, you never with him; his grip is suavity meterialized; he hides any annoyance in smiles and affability. Mr. Allison would shake hands more warmly with the humblest man of the masses than with the Czar of all the Russias, and send that shake, like a small force through a long distance, well interspersed with pulleys.

There is among the masses a sneaking fondness for notice from men in position. The reporter who says something nice about a senator, receives what pleases more than money, a hand-clasp that "makes him feel good."

The amount of power in the energized hand is incalculable, and it is without doubt one of the levers that raises the government into position.

CARY HARRISON.

FOOD AND EXERCISE.

AN ATHLETE GIVES SOME RULES FOR MUSCULAR DEVELOPMENT.

A reporter asked Professor J. M. Lafin, the athlete, about some of the rules for muscular development and the food and exercise necessary. He said:

"A man must not impose upon his stomach; it is the boiler, the engine, as it were, that supplies strength to the body. People of bilious lymphatic temperaments are apt to use drastic medicines to excess and ruin their constitutions. Once let the insidious use of strong drugs undermine the health and then nine times out of ten the system never rallies to its pristine condition. Exercise is food, it is health, it is life. I have given my life to the study of the development of human strength and endurance."

"How and when should a person exercise to be healthy and not overdo the thing?"

"Exercise should be avoided early in the morning before breakfast or on an empty stomach. The air is very unwholesome early in the morning, and until the sun has purified it with its generous beams to breathe it freely is injurious. Malarial and chest diseases are liable to be taken, hence the imperative necessity of avoiding early morning exercise. People who are not professional athletes cannot stand the fatigue of exercise before breakfast, and it even weakens the regular professional ones who are ignorant. The system is weaker when a person rises than at any other period during the day. I well remember that I was forced to walk twenty miles before breakfast when I began to train. I came back weak and exhausted. It was wrong and did me more harm than good. The athlete who trains on an empty stomach is merely devitalizing himself. The proper way is to rise an hour or so after the sun is up, take a light breakfast, and after the meal has been thoroughly digested then take the exercise. Then good work can be done without harm.

"There are many points of practice among oarsmen and other professionals that are absolutely pernicious. An oarsman when he comes in from practice will devote a few minutes to his boat before he rubs himself down. He should not permit himself to cool down before he has wiped away the refuse matter. The pores of the skin are open then, but a few minutes' rest closes them and the scrub doesn't do so much good. It is common sense that is needed more than anything else. Then another fatal error is the shock and reaction theory. The young oarsman will while heated jump into a cool bath. Coming out to the natural temperature of the air there is a shock without any reaction. Young Maxwell, a promising oarsman, killed himself in this way. He leaped into the water from his boat' took a congestive chill and died in the hospital. The proper way to cool off a man is the same as that of a race horse. Rub him slowly, cautiously, and in the man's case use plenty of salt in the water with which he is sponged. A pint of salt should be used to a pail of water, thoroughly dissolved. During the cooling process moderate walking should be taken under a blanket. There should never be a sudden change from intense exercise to perfect rest; the progress should be gradual. The great cardinal principles of all training are simply common sense and temperance in exercise."

DIET OF ATHLETES.

"Do all athletes agree upon the subject of diet?"

"No, I differ materially from my brother athletes. I deprecate the use of rare meat. Many suppose it is more strengthening than well cooked meat, but it is a great mistake, it requires a cast iron stomach, one with great tone and strength, to digest rare meat, and the beginner, as a rule, is not able to do it. Nothing is more repugnant to the stomach than a half cooked beefsteak. I cannot eat rare meat unless I spice it up highly with condiments, and they are positively imperfious to digestion. Meat should neither be rare nor too well done, but of a medium that retains the natural juices. The rare meat idea has done a great deal of harm and the sooner it is exploded the better. Without physical vitality the greatest accomplishments amount to nothing. The American scholar, as a rule, is a dyspeptic. He is a razor faced, lantern jawed, thin nervous man. The competition for the students' chair is and always has been so yellow fever, long morning walks before breakfast, reduction of diet, little sleep and frequent cold baths without well supported vitality. It is a wonder how many students live, any way."

"Is there a special weight in proportion to a man's height for him to perform athletic feats?"

"Yes. If a man is 5 feet high he should weigh from 103 to 108 pounds to be athletic in proportion. The proportions are arranged as follows, and they are accurate unless on account of some abnormal defects. Height 5 feet 4 inches, weight from 119 to 125 pounds; height 5 feet 7 inches, weight from 133 to 140 pounds; height 5 feet 8 inches, weight from 140 to 150 pounds; height 5 feet 9 inches, weight from 150 to 162 pounds; height 5 feet 10 inches, weight from 162 to 172 pounds; height, 5 feet 11 inches, weight from 172 to 182 pounds; height 6 feet, weight from 180 to 192 pounds. It will be found the above figures show what the weight of a man should be in good condition according to the size of his bone, neck, chest, wrist, ankle and height, and, as a rule, if his measurement does not compare closely with these figures, he must be considerably out of proportion."—*New York Mail and Express.*

A WILD FLIGHT.

REMARKABLE COURSE OF A RUNAWAY LOCOMOTIVE.

A most miraculous case of a runaway locomotive, running through this city from its northeastern corner to that of the southeastern, occurred today. The engine was No. 27 of the Cincinnati, Hamilton & Dayton road. She was in charge of Engineer W. G. Stump and Fireman Frank Current. They were backing a caboose around a curve just beyond the Mad river, when the fireman observed a freight train bearing down on them, coming from the north.

Stump, perceiving the danger, reversed the lever of his engine and turned on a full head of steam in hope of starting forward before the locomotive of the freight would strike the caboose. However, he was too late, and seeing that collision was inevitable, he and the fireman jumped to save themselves. The next moment the engine of the freight, which could not possibly have been stopped, went crashing into the caboose, wrecking it badly, and tearing the tender from engine 27. During the interval of the engineer and fireman jumping and the collision, the abandoned locomotive commenced moving forward, and in a few minutes rushed through the city at the rate of from 50 to 60 miles an hour. Numerous streets, five or six of them the leading thoroughfares of the city, were crossed with the rapidity of lightning, and while no one was struck by the wild engine, a number of narrow escapes are reported. A Fifth-street car, loaded with passengers, escaped by but a few inches, while pedestrians on foot escaped by as narrow a margin, and never comprehended how close the call was until afterward.

At Main Street the abandoned locomotive jumped the track, and in her wild fury switches were torn up and the rails bent and broke. She ran on the ties and roadbed a distance of several hundred feet, when in some unaccountable way she jumped on to the Cleveland, Columbus, Cincinnati and Indianapolis tracks and went flying on through the Union Passenger Depot, and on out into the country. Three passenger trains had just left the depot a few minutes before the wild engine left the depot.

The locomotive continued on her wild course to near Carrollton, about ten miles south of here, when she exhausted herself, and was brought back to Dayton. A train on the road to this city from the south was telegraphed to at Carrollton and sidetracked, and thus a collision was prevented. It is quite remarkable that no one was injured, and also that no collision occurred in the twelve or thirteen miles that the engine covered, especially when it is considered that fully two miles of the run was through the city.—*Cincinnati Enquirer* of recent date.

A Modern Methuselah.

ST. LOUIS, Dec. 31.—A letter from Sasakawa, Seminole Nation, Indian Territory, gives an account of the death there, on the 5th inst., of Mrs. Susanna Warren, perhaps the oldest person in the United States, if not in the world. She was born in the old town of St. Augustine, Fla., in 1750, fifteen years before the Americans conceived the idea of national independence. She was born a slave, and was the property of Spanish masters until 1818, when she, with other Spanish slaves, fled from the town of Pensacola when it was taken by Gen. Jackson. She lived in the Seminole country from then until the second treaty of peace with the Seminoles, when she was regarded as their common property, and was removed with them to the Indian Territory. She leaves one daughter living, who resides in Austin, Tex., and is in her ninety-seventh year. She leaves many grandchildren here, some of them nearly seventy years of age. She, herself, was 136 years old.

A young man has been arrested to await an investigation into the alleged assault upon Annie Radske, a nine-year-old girl, in Mowry's Hall, San Francisco, on Christmas night. The prisoner's name is Thos. Burke, and he resides in Hayes Valley.

The Great Regulator
SIMMONS LIVER REGULATOR
SLR
PURELY VEGETABLE.
Are You Bilious?
The Regulator never fails to cure. I most cheerfully recommend it to all who suffer from Bilious Attacks or any Disease caused by a disarranged state of the Liver
KANSAS CITY, MO. W. R. BERNARD.
Do You Want Good Digestion?
I suffered intensely with Dull Stomach, Headache, etc. A neighbor, who had taken Simmons Liver Regulator, told me it was a sure cure for my trouble. The first dose I took relieved me very much, and in one week's time I was as strong and hearty as I ever was. It is the best medicine I ever took for Dyspepsia. J. A. ENGLISH.
RICHMOND, VA. H. G. CRENSHAW.
Do You Suffer from Constipation?
Testimony of HIRAM WARNER, Chief-Justice of Ga.: "I have used Simmons Liver Regulator for Constipation of my Bowels, caused by a temporary Derangement of the Liver, for the last three or four years, and always with decided benefit."
Have You Malaria?
I have had experience with Simmons Liver Regulator since 1866, and regard it as the greatest medicine of the times for diseases peculiar to malarial regions. So good a medicine deserves unqualified commendation.
REV. M. H. WHARTON,
Cor. Sec. South's Baptist Theological Seminary
Safer and Better than Calomel!
I have been subject to severe spells of Congestion of the Liver, and have been in the habit of taking from 15 to 20 grains of calomel, which generally laid me up for three or four days. Lately I have been taking Simmons Liver Regulator, which gave me relief, *without any interruption to business.*
MIDDLEPORT, Ohio. J. HUGG.
J. H. ZEILIN & CO., PHILADELPHIA, PA.
PRICE, $1.00.

ARE STILL TRIUMPHANT!
For sixteen years, they have steadily gained in favor, and with sales constantly increasing have become the most popular corset throughout the United States.
The *E, G* and *R, H* grades are made in *Short, Medium* and *Extra Long Waist*, suitable for all figures. The *G* quality, made of English Coutil, is warranted to wear twice as long as ordinary corsets.
Highest awards from all the World's great Fairs. The last medal received is for *Wide Degree of Merit*, from the late Exposition held at New Orleans.
While scores of patents have been found worthless, the principles of the Glove Fitting have proved invaluable.
Retailers are authorized to refund money, if, on examination, these Corsets do not prove as represented. For sale everywhere.
Catalogue free on application.
THOMSON, LANGDON & CO., New York.

GRAEFENBERG
CATHOLICON
An infallible remedy for all FEMALE COMPLAINTS Cures WEAKNESS, NERVOUSNESS, and GENERAL DEBILITY. This remarkable preparation is the only reliable remedy for the distressing diseases of women. Sold by Druggists.
PRICE $1.50 PER BOTTLE.
Many leading Physicians are using this Medicine in their practice.
GRAEFENBERG CO.,
111 Chambers St., N. Y.

WATSON BROS.,
Stonecutters and Builders,
Tombstones, Monuments, Mantels, Iron Mantels, Grates and Hearth Stones.
1278 & 1280 SOUTH TEMPLE ST.,
Opposite Assembly Hall.

NEWSPAPER ADVERTISING
For a check for $100 we will print a ten-line advertisement in One Million agricultural lines of leading American Newspapers and complete the work within ten days. This is at the rate of only one fifth of a cent a line, for 1,000,000 circulation. The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers;—or FIVE MILLION READERS, if it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about seventy five words. Address with copy of advertisement and check, or send 30 cents for a book of 176 pages.
GEO. P. ROWELL & CO.,
10 Spruce St., New York.

NOTICE TO CREDITORS.
Estate of Ann Jenkins, Deceased.
NOTICE IS HEREBY GIVEN BY THE undersigned, Richard G. Lambert, Executor of the Last Will and Testament of Ann Jenkins, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers within ten months after the first publication of this notice, to the said Richard G. Lambert, at 31 West, Sixth South Street, Salt Lake City, Salt Lake County, Utah Territory.
Dated at Salt Lake City, December 6, 1886.
RICHARD G. LAMBERT,
Executor of the Last Will and Testament of Ann Jenkins, deceased. doaw 6w

NOTICE TO CREDITORS.
Estate of Anna Karn, Deceased.
NOTICE IS HEREBY GIVEN BY THE undersigned, Administrator of the Estate of Anna Karn, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within ten months after the first publication of this notice, to the said E. Snow, Administrator, at No. 71½ East, Second South Street, Salt Lake City, in the County of Salt Lake.
Dated at Salt Lake City, November 20th, 1886.
ZERUBBABEL SNOW,
Administrator of the Estate of Anna Karn, deceased. d 5w

GO TO THE
Workingman's Clothing Store!
MEN'S and BOYS' CLOTHING
AND FURNISHING GOODS.
Children's Clothing a Specialty
W. LONGMORE,
6 W. First South Street.

COWS! COWS!!
FOR SALE,
Choice New Milch Cows,
STALLIONS,
BUCKS and BULLS.
PRATT & BEEBE,
AT ALMA PRATT'S FARM,
WEST TEMPLE ST.,
SALT LAKE CITY.

A. FISHER BREWING CO.,
Brewery near D. C. R. G. & S. A. R. G. Depots,
SALT LAKE CITY, UTAH.
P. O. Box 1049. Telephone 294.
We are now prepared to promptly supply the public with Keg and Bottled Beer of a superior quality, at popular prices.
City Depot 19th, Main St. Telephone, 179.
A. FISHER BREWING CO.

REMOVAL!
We have removed our Coal Office from H. Dinwoodey's Furniture Store to
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WEBER COAL
From the Wasatch and Crimson Mines, and
PLEASANT VALLEY COAL,
From the Utah Central Ry. Co's Mine, constantly on hand.
We are prepared to furnish in any quantities at the yard at the Utah Central Railway Depot, or delivered to any part of the city, at regular rates.
Telephone No. 256.
HOME COAL CO.
P. A. MITCHELL,
Secretary and Manager.

HOLIDAY PRESENTS!
Those who intend making
HOLIDAY PRESENTS
To their friends should not fail to examine the Splendid Stock of
WATCHES and JEWELRY
AT THE STORE OF
C. C. AMUSSEN.
He has one of the finest and largest assortments ever displayed in Utah, and has put PRICES DOWN TO THE LOWEST FIGURE, to suit the times.
60 & 62 Main Street.

CITY TAX SALE.
WHEREAS, THE CITY TAXES ASsessed to Joseph Warr, for the year A. D. 1886, amounting to $1.50, became delinquent on the first day of November, and still remain unpaid, therefore, I, M. W. Taylor, Collector of Salt Lake City, by virtue of the authority vested in me by the provisions of Section 17 of "An Ordinance to Provide for Assessing and Collecting City Taxes," passed March 12th, 187-, and by the provisions of section 6 of an amendment to said ordinance, passed March 16th, 1880, have levied upon the following named property, to wit: Four by twenty (4x20) rods of lot eight (8), block thirty-eight (38), as plotted in plat B, Salt Lake City survey, and will sell the same, or so much thereof as may be necessary, to pay the taxes and costs, at public auction, in front of the City Hall, Salt Lake City, on the 20th day of January, 1887, at 12 o'clock m.
M. W. TAYLOR, Collector.
Assessor and Collector's Office, No. 8, City Hall, Salt Lake City, Dec. 30, 1886.

NOTICE OF SALE.
NOTICE IS HEREBY GIVEN THAT IN pursuance of an order of the Probate Court, in and for the County of Salt Lake, in the Territory of Utah, made on the 11th day of December, A. D. 1886, in the matter of the estate of Malcolm Macduff, deceased, the undersigned, the administratrix of said estate, will sell at private sale to the highest bidder, for cash, current funds of the United States, and subject to confirmation by said Probate Court, on or after Saturday, the 8th day of January, A. D. 1887, all the right, title, interest and estate of the said Malcolm Macduff, at the time of his death, and all the right, title and interest that the said estate has by operation of law or otherwise acquired other than or in addition to that of the said Malcolm Macduff, at the time of his death, in and to all that certain lot, piece or parcel of land situate, lying and being in the said County of Salt Lake and Territory of Utah, and bounded and described as follows, to-wit:
A certain tract of land situate, lying and being in Salt Lake County, Utah Territory, and known as the "Macduff property"—the same being part of Lot four (4) Section fourteen (14) Township one (1) North of Range one (1) West, Salt Lake Meridian, and containing in all about twenty-nine (29) acres of land, more or less, with the improvements thereon.
Bids will be considered for the purchase of said property either in whole or in part, as may be suitable to purchasers, and for the best interests of said estate, and must be presented in writing, at the office of Charles W. Stayner, Attorney at Law, Squires Building, Main Street, Salt Lake City. Said bids must specifically state whether they are for the purchase of the whole property or for a part only, and if the latter, for which part, giving a correct description of the same, as to metes and bounds, and size of area desired, with the price offered. The said administratrix reserves the right to reject any and all bids made for said property or any part thereof.
Terms of Sale.—Cash, current funds of the United States. Deed at the expense of the purchaser.
JANE MACDUFF,
Administratrix of the Estate of Malcolm Macduff, deceased.
Salt Lake City, Utah, Dec. 20, 1886.
CHARLES W. STAYNER,
Attorney for Estate.

THE
OMAHA & CHICAGO
SHORT LINE
OF THE
Chicago, Milwaukee & St. Paul R'y
THE BEST ROUTE
FROM OMAHA TO
THE EAST.
TWO TRAINS DAILY BETWEEN OMAHA

Chicago,	—AND—	Milwaukee,
St. Paul,	Minneapolis,	Cedar Rapids,
Clinton,	Dubuque,	Davenport,
Rock Island,	Freeport,	Rockford,
Elgin,	Madison,	Janesville,
Beloit,	Winona,	La Crosse,

And all other Important Points East, North east and Southeast.
For through tickets call on the Ticke Agent at Salt Lake City, Utah.
PULLMAN SLEEPERS and the FINEST DINING CARS IN THE WORLD are run on the main lines of the Chicago, Milwaukee and St. Paul Railway, and every attention is paid to passengers by courteous employes of the Company.
E. MILLER, A. V. H. CARPENTER,
General Manager. Gen'l Passenger Ag't
J. F. TUCKER, GEO. H. HEAFFORD,
Ass't Gen'l Manager. Ass't Gen'l Pass. Ag't
J. T. CLARK, Gen'l Superintendent.

THE CHICAGO AND
NORTH-WESTERN
RAILWAY.
THE BEST ROUTE AND
SHORT LINE
BETWEEN
Omaha,
Council Bluffs
AND
Chicago.
The only line to take for Des Moines Marshalltown, Cedar Rapids, Clinton, Dixon, Chicago, Milwaukee, and all points East. To the people of Nebraska, Colorado, Wyoming, Utah, Idaho, Nevada, Oregon, Washington and California it offers superior advantages not possible by any other line.
Among a few of the numerous points of superiority enjoyed by the patrons of this road between Omaha and Chicago, are its two trains a day of DAY COACHES which are the finest that human art and ingenuity can create; its PALACE SLEEPING CARS, which are models of comfort and elegance; its PARLOR DRAWING ROOM CARS, unsurpassed by any; and its widely celebrated PALATIAL DINING CARS, the equal of which can not be found elsewhere.
At Council Bluffs the trains of the Union Pacific Ry. connect in Union Depot with those of the Chicago & Northwestern Ry. In Chicago the trains of this line make close connection with those of all Eastern lines.
For Detroit, Columbus, Indianapolis, Cincinnati, Niagara Falls, Buffalo, Pittsburg, Toronto, Montreal, Boston, New York, Philadelphia, Baltimore, Washington, and all points in the East, ask the ticket agent for tickets via the
"NORTH-WESTERN"
If you wish the best accommodation. All ticket agents sell tickets via this line.
M. HUGHITT, R. S. HAIN,
Gen'l Manager. Gen'l Passenger Ag't
GEO. D. WILLIAMSON
Gen'l Agent, Room 8, Windsor Block, Denver
W. H. BABCOCK
General Western Agent, Omaha, Neb

DENVER AND
Rio Grande Western
RAILWAY.
THE POPULAR
PASSENGER ROUTE
BETWEEN THE
EAST AND WEST!
THE ONLY LINE
—BETWEEN—
OGDEN, SALT LAKE AND DENVER,
WITHOUT CHANGE OF CARS.
PULLMAN BUFFET
—AND—
SLEEPING CARS
On all Through Passenger Trains.
The Only Line from Salt Lake City Running SLEEPING CARS FREE for the use of Passengers holding Second-class and Emigrant Tickets.
THE ATLANTIC EXPRESS
Leaves Ogden Daily at 9.45 a. m.; Leaves Salt Lake City Daily at 11:10 a.m. Direct connection is made at Pueblo and Denver for Omaha, Kansas City and all points East.
THE PACIFIC EXPRESS
Arrives at Salt Lake City from the East a 4:30 p.m., and leaves for Ogden at 4:45 p.m arrives at 6 p.m., making connection w the Central Pacific for the West.
Tickets for all points East and West can b purchased at the Depot Office and City Ticke Office, White House corner, Salt Lake City.
W. H. BANCROFT, D. C. DODGE, J. H. BENNETT
Gen. Supt. Gen. Manager. Gen. Pass. Agt.

Utah Central Railroad.
NEW TIME CARD, APRIL 1, 1886.
PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

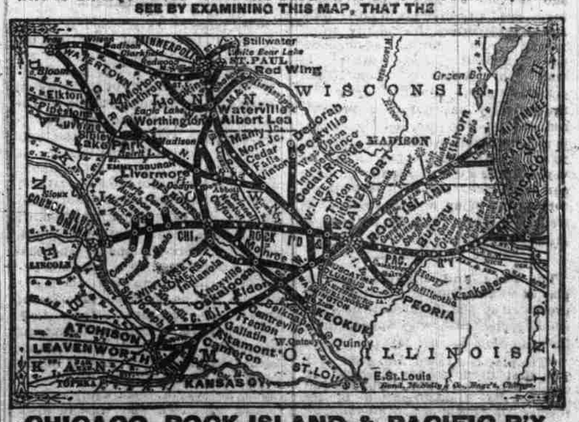
Going North.	Going South.
Atlantic Express at..... 8.00 a.m.	Milford Express at..... 7.20 a.m.
Park City and U. & N. Express.... 4.00 p.m.	

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.	From South.
Pacific Express..... 7.30 p.m.	Milford Express at..... 6.40 p.m.
Park City and U. & N. Express....11.25 a.m.	

FRANCIS COPE, General Freight and Passenger Agt.
JOHN SHARP, General Superintendent.

A MAN
WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R'Y
By reason of its central position, close relation to principal lines East of Chicago and continuous lines at terminal points West, Northwest and Southwest, is the only true middle-link in that transcontinental system which invites and facilitates travel and traffic in either direction between the Atlantic and Pacific.
The Rock Island main line and branches include Chicago, Joliet, Ottawa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, Audubon, Marian, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, St. Joseph, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and villages.
THE GREAT ROCK ISLAND ROUTE
Guarantees Speed, Comfort and Safety to those who travel over it. Its roadbed is thoroughly ballasted. Its track is of heavy steel. Its bridges are solid structures of stone and iron. Its rolling stock is perfect as human art can make it. It has all the safety appliances that mechanical genius has invented and experience proved valuable. Its practical operation is conservative and methodical; its discipline strict and exacting. The luxury of its passenger accommodations is unexcelled in the West, unsurpassed in the world.
ALL EXPRESS TRAINS between Chicago and the Missouri River consist of comfortable DAY COACHES, magnificent PULLMAN PALACE PARLOR and SLEEPING CARS, elegant DINING CARS providing excellent meals, and between Chicago, St. Joseph, Atchison and Kansas City—restful RECLINING CHAIR CARS.
THE FAMOUS ALBERT LEA ROUTE
Is the direct, favorite line between Chicago and Minneapolis and St. Paul. Over this route solid Fast Express Trains run daily to the summer resorts, picturesque blooklines and hunting and fishing grounds of Iowa and Minnesota. The rich wheat fields and grazing lands of Eastern Dakota are reached via Watertown.
A short desirable route, via Seneca and Kankakee, offers superior inducements to travelers between Cincinnati, Indianapolis, Lafayette and Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Minneapolis, St. Paul and intermediate points.
All classes of patrons, especially families, ladies and children, receive from officials and employes of Rock Island trains protection, respectful courtesy and kindly attention.
Tickets, Maps, Folders—obtainable at all principal Ticket Offices in the United States and Canada—or any desired information, address,
R. R. CABLE, E. ST. JOHN, E. A. HOLBROOK,
Gen'l Manager, Chicago. Asst Gen'l Mgr., Chicago. Gen'l Tkt. & Pass. Agt., Chicago.