DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. VII. SALT LAKE CITY, UTAH TERRITORY, MONDAY EVENING, NOVEMBER 16, 1874. NO. 303

MASON & HAMLIN

ORGANS

Have been decided by the

HIGHEST MUSICAL AUTHORITIES

In Europe and America to be the

VERY BEST MADE!

In every respect, and the **Standard of Excellence.** Wherever they have been exhibited in the United States and in Europe

They have always received the HIGHEST Awards.

More than **600** of these Magnificent Instruments are now used over the Territory, and during the past fourteen years they have been subjected to the extremes of our climate, and

In no instance have they failed to prove that they are the most durable Organs made.

WE ARE ALSO AGENTS FOR

OTHER ORGANS!

And herewith submit their prices, and respectfully solicit a comparison with other dealers:

	Maker's Prices and Freight.	*Our Prices and Freight.*
Bay State Organ Co's Organ, are celebrated for their charming sweetness and pipe-like quality of tone, elasticity of touch, and extraordinarily quick utterance, thoroughness of manufacture and beauty of design, *Style* 22, - - - -	$246	$165
Burdett Organ Co's, *Style* 3, - -	239	165
Shoninger Organ Co's, *Style* 96, -	246	150
Peloubet, Pelton & Co's, *Style* 4, -	247	150

These Organs all have Eight Stops and Two Sets of Reeds, but differ some in finish of cases.

OTHER STYLES AT THE SAME RATE OF DISCOUNT

We Sell on

MONTHLY PAYMENTS

Running through one or more years.

Second-hand Pianos and Organs taken in exchange

CALDER & CARELESS.

DUNFORD & SONS,

Wholesale and Retail Dealers,

Have received Large Shipments

For Fall and Winter Trade

OF

BOOTS AND SHOES,

Hats and Caps,

Ladies' Furs, Gents' Gloves, &c.

They invite the public to call and examine their Stock, feeling assured that they can please, both in Variety of Styles and Prices.

☞ ORDERS FROM TOWN AND COUNTRY carefully and punctually filled, and at the Lowest Possible Prices.

LIME! LIME!

At the Mammoth Kilns. For good work, PLASTERERS will use no other but Woodall Bros'

LIME!

The fact has long been established that no other

LIME!

In this vicinity gives such entire satisfaction.

Get the

BEST.

For laying your foundations, for rock work, for laying bricks, and for every other purpose, use no other. It makes 30 per cent. more and better cementing mortar than any other offered to the public. Being in close vicinity to the railroad, we are prepared to deliver it at any railroad depot from Ogden to Provo.

A great discount allowed to furnacemen using it in quantities for fluxing purposes.

Kilns Situate at Hot Spring Lake. P. O. Box 1922.

OFFICE—COMMERCIAL STREET,

SALT LAKE CITY.

CINCINNATI TRADE.

Grand Medal of Merit!

VIENNA WORLD'S FAIR, 1873

AWARDED TO THE

For Coal and Wood.

The Best Bituminous Coal Cooking Stove in the World.

THE MONITOR has gained a far-famed reputation. No higher encomium can be bestowed upon a Cooking Stove than to say that every housewife who uses it speaks in its praise and recommends it to her neighbors and friends, for economy, cleanliness and reliability in all its operations.

88,282 MONITORS NOW IN USE

ALSO THE CELEBRATED

SANTA CLAUS COOKING STOVE!

For Coal and Wood, WHICH HAS SUCH A DEMAND ALL OVER THE TERRITORY, FOR BEAUTY AND EXCELLENCE, CANNOT BE SURPASSED.

All our **STOVES** are kept **For Sale** by **Z. C. M. I.** and all its **Branch Stores;** also by all the **Co-operative Stores** in the Territory.

MANUFACTURED BY

Wm. RESOR & Co., Cincinnati, O.

SPECIAL NOTICE.

To the Jobbing Trade and Retail Dealers of Utah.

Z. C. M. I.

WOULD CALL THE ATTENTION of its regular customers, as well as the Public in general, to its immense lines of all classes of MERCHANDISE, arriving daily and on exhibition, in its various Departments.

The RETAIL TRADE of the Territory can best serve their interests by replenishing their stocks from this source, and for the following reasons:

The business is conducted on the strictest principles of economy, hence the closest market prices can always be relied on.

The new goods coming in were purchased with special reference to the Fall and Winter Trade, and surpass all previous efforts.

Our abundant facilities and experience enable us not only to distance all first-class competition, but to offer inducements unrivalled in the Wholesale Trade of the Territory.

We are sole agents in Utah for many popular brands of Groceries and Hardware, which cannot be purchased elsewhere in this market.

Competent and experienced Salesmen are on hand in each Department, and the Public can rely upon having orders promptly and faithfully executed.

W. H. HOOPER,

SUPT.

By Telegraph.

PER WESTERN UNION TELEGRAPH LINE.

Last Night's Dispatches.

EASTERN.

Emigration to Europe.

NEW YORK, 15.—The out steamships still carry a large number of steerage passengers. The *Victoria* to-day, took 250, the *Donal* 150, *City of New York* 300, *Republic* 290, *Egypt* 30, *China*, from Boston, 200.

Amendments Adopted—Property Seized—More U. S. Troops for Louisiana.

Official returns so far received, indicate the adoption of the constitutional amendments submitted last election by a majority of at least 100,000.

Twenty-five thousand dollars worth of goods were seized yesterday, being part of the property on which it is alleged the government was defrauded of duty by W. J. Polleck & Co. Pollock, it is said, has fled to Philadelphia.

The vice consul of Venezuela has received information of the safe arrival at Caracas of the bronze statute of Bolivar, supposed to have been lost at sea on a German vessel.

The *Herald's* New Orleans' special says that ex-governor Wells, president of the returning board, says he has official knowledge that additional federal troops have been ordered to New Orleans, and intimates that in the congressional districts where the board discovers informalities in the election they will refuse certificates to their candidates, leaving the government to order a new election within thirty days. Another special says that a long dispatch, reporting a fiery editorial advocating the assassination of every radical counted in by the returning board, has been received from Shreveport. The leaders of the White League favor moderation until Congress meets unless, in the meantime, the returning board forces on the issue, when it will be met without any conflict with the federal government.

Gladstone and the Catholics.

A London special gives the details of a controversy between Gladstone and Archbishop Manning. A pamphlet recently issued by the former reiterates the views expressed in his article on ritualism in the *Contemporary Review*, and centres upon the proposition that no one can become a convert to Rome without renouncing his moral and mental freedom, and placing his civil loyalty and duty at the mercy of another. He declares that the Vatican Council established even a wider claim than infallibility, *viz.*, of absolute and entire obedience, he therefore calls upon Catholic citizens to demonstrate to the contrary, or to reject it. He expresses a decided opinion that the real object of the Vatican policy is to renew the struggle for temporal power. He ridicules such a project, but adds that it is difficult to over estimate the effects of the strife, as it would probably jeopardize the peace of Europe. He closed with an appeal to citizens of the nineteenth century to follow the example of their forefathers of the sixteenth century in adhering to resist the Armada, declaring that England's stout-hearted race is not to be hindered by foreign influence or caste from accomplishing her mission in the world. Archbishop Manning, in a letter dated November 10, to the *Herald*, asserts that he assisted in framing the Vatican decrees, which have not changed one jot or tittle the obligations of civil obedience that Catholics bear toward the civil power, and in proof thereof he asserts that the doctrine of infallibility was a divine trust before the Vatican council was held; that the council announced no new dogma, but simply declared an old truth; that the position of the Catholics in respect to civil allegiance was precisely as before; that on which the civil powers of the Christian world have hitherto stood in pacific relations with the infallable church, and this relation was afterwards recognized and declared in the councils of the church before the Vatican Council, and that the Council made no decrees in regard to civil powers nor on civil allegiance, this subject being never even proposed. The Archbishop says civil obedience rests on natural law, but that revealed truth is the law of God. Society is founded in nature, and its subjects are bound in all things which are lawful, to obey their rulers. Mr. Gladstone's argument hangs upon an erroneous assumption, and "I can only suppose him to have been misled by a misplaced trust in Dr. Dollinger and his friends; but for my belief in Gladstone's sincerity, I should say it was an act of injustice, out of harmony with the great statesman's life, and unless the providence of God and the good sense of Englishmen avert its evils, the consequence may tarnish his great name." *The Times* sides with Gladstone, saying that the important question of what is lawful can, according to the archbishop, only be decided by the Pope. The *Telegraph* says the pamphlet has revived the nation's confidence in Gladstone. The Pall Mall *Gazette* contends that Gladstone is not right in flinging a firebrand into a religious community, saying, it was none of his concern whether Catholic principles lead to disloyalty; it is no part of a statesman's duty to raise a popular outcery while the dangers remain theoretical. The *Post* says that reverence for our institutions is not Gladstone's strong point, and this is not his first miscalculation.

Bishop Cummins Preaching—The Longshoremen.

Bishop Cummins, of the reformed Episcopal Church, preached tonight on the failure of the general convention of the Protestant Episcopal Church to meet the responsibilities of the crisis. He claimed, that that body ignored, entirely, the Evangelical Alliance which met last year, which was the largest gathering of eminent divines and scholars ever held, and that it failed to amend the order of baptismal regeneration, and failed to provide a remedy for ritualism. He proposed that in nine out of ten of the churches the communion would disappear and the altar take its place.

Numerous meetings of longshoremen were held to-night, which adopted resolutions to strike in a body if the employers made the proposed reduction of wages. Italians will work at reduced rates and it is feared that the longshoremen will resort to violence. Measures have been taken by the police to prevent trouble.

Express Company Robbed.

CINCINNATI, 15.—This afternoon three adroit thieves robbed the American Express Company of a money safe containing $5,000 to $8,000.

Will Not be a Candidate.

PORTLAND, Me., 15. — Speaker Blaine, in a letter to the *Press*, decidedly refuses to become a candidate for the senatorship.

Yellow Fever Ceased.

CHARLESTON, 15.—The *News* announces, on good medical authority, that sporadic cases of yellow fever have entirely ceased.

Swamp Fires—The Arkansas Imbroglio.

WASHINGTON, 15. — Accounts from Virginia say that in almost every direction in the Dismal Swamps and its environs fires, which originated almost a month ago, are burning with alarming rapidity, and valuable timber lands are a prey to the flames.

A private telegram from a republican source, at Helena, Ark., says that military companies are being organized to support the Smith government, and that a report prevails that such government is temporarily established at Helena. Senator Dorsey, of Arkansas, who represents the Smith party, has had several interviews with Attorney General Williams, and last night a representative of Garland called on Williams, and requested him to suspend action until that side had been heard; the Attorney General has thus far received only Smith's telegram to President Grant, and Smith's proclamation, and will have a conference with the President to-morrow.

Postal Changes.

Among the postal changes the past week for the Pacific Coast are the following: The office at Hampton, Box Elder, Utah, discontinued, and an office established at Brinton, Salt Lake Co., and David B. Brinton, appointed postmaster.

Indians Raiding.

SAN ANTONIO, Texas, 15.—Reports reached here to-day, that sixty Indians are raiding in Kerr Co., stealing horses and cattle; when last heard from they were on Johnson's creek. Advices report that General MacKenzie is still at Camp Supply, but he has sent a column to the Staked Plains, in search of Indians.

$100,000 Fire.

DANVILLE, Va., 15.—A fire last night destroyed the Roanoke smoking tobacco works, Ramsey's machine works, Crew's and Rodenhizer's flouring mill; loss $100,000, no insurance.

Completed.

BALTIMORE, 15.—The Chicago extension of the B. & O. R. R. having been completed, regular trains between Chicago and Baltimore will commence running on Nov. 16th.

Reward for the Apprehension of Smith.

LITTLE ROCK, Ark., 15.—Col. J. M. Johnson, Secretary of State under Gov. Baxter, and who turned over his office to his successor under the new constitution, authorizes a denial of the statement from Washington, that he and other state officials elected with Smith now recognize him as governor. Perfect quiet prevails here. Smith and his Secretary of State Wheeler cannot be found, and Governor Garland will, to-morrow, offer a reward for their apprehension, that they may be brought before the courts and held to answer to the charges against them. Neither Governor Garland nor the legislature, which is now in session, will appeal to either the President or Congress, the State authorities being fully able to protect the government. There is a report that Smith is held in the U. S. arsenal.

FOREIGN.

PRUSSIA.

Want an Explanation.

BERLIN, 14.—The second arrest of Count Von Arnim has caused a painful impression in the city; the moderate journals insist upon an explanation by the government.

Documents Found.

The *Kreuse Zeitung* says that Count Von Arnim, after his release on bail, from imprisonment, found several missing documents, which had been only mislaid; he delivered them to the city court through his counsel, Dr. Murkle.

AUSTRIA.

Boundary Commission.

VIENNA, 15.—The Austrian and Russian governments have agreed to appoint a joint commission to define their boundaries.

BRAZIL.

The Argentine Rebellion Declining.

RIO JANEIRO, 15.—Advices from Buenos Ayres represent the insurrection as on the decline. General Mitre, with 4,000 men, is retreating southward, and 16,000 or 18,000 government troops are in active pursuit.

J. MACKNIGHT. JAMES WOODS.

WOODS & CO.,

STAR BAKERY!

Manufacturers and Wholesale and Retail Dealers in

Crackers:

La Grande, Soda, Sugar, Pic-Nic, Milk, Boston, Lemon Snaps, Abernethy Biscuit, Saloon Pilot, Graham, Water, Oyster, Butter, (Machine), Butter, (Cup), Ginger Snaps, etc.

We challenge comparison in Quality or Price, either East or West.

BREAD

And Cake Delivery Daily through out the City.

Family and Fancy GROCERIES

Of the Finest Quality always in Stock.

"GILT-EDGE" TABLE BUTTER A Specialty.

FIRST SOUTH STREET, Corner Magazine Alley.

LEGAL.

A. MINER,

Attorney and Counselor.

Office at the Real Estate Agency of Salt Lake City,

EAST TEMPLE STREET. 4261 tf.

JOHN H. McCUTCHEN,

Attorney-at-Law,

[Late of Washington, D. C.]

Office on Main Street, four doors north of the Post Office.

D. COOPER,

ATTORNEY AND SOLICITOR,

Office in

Over Mrs. Colebrook's Millinery Store, East Temple Street.

J. G. SUTHERLAND, Late Circuit Judge, Michigan. | GEORGE C. BATES, Ex-United States Attorney for Utah.

Sutherland & Bates,

COUNSELORS-AT-LAW,

Fifth Door East of Deseret Bank,

SALT LAKE CITY,.....UTAH

BANKERS.

THE

DESERET NATIONAL BANK

Of Salt Lake City, Utah.

Paid up Capital, - - - $200,000
Authorized Capital, - - - $1,000,000

WM. H. HOOPER, President.
H. S. ELDREDGE, Vice-Prest.
BRIGHAM YOUNG,
WM. JENNINGS,
JOHN SHARP,
FREDERICK LITTLE,
L. S. HILLS, Cashier. } *Directors.*

Bonds in Sterling, Coin, Gold Dust, Coupons bought, &c.

Collections made and promptly remitted.

FOREIGN EXCHANGE FOR SALE.

☞ *Interest paid on Savings Deposits.*

4287 tf

FIRST NATIONAL BANK OF UTAH,

Salt Lake City.

DESIGNATED DEPOSITORY AND FINANCIAL AGENT OF THE UNITED STATES.

WARREN HUSSEY,.....*President.*
ANTHONY GODBE,.....*Cashier.*

Authorized Capital, - - - - $500,000
Paid Up Capital, - - - - - $150,000
Earnings, - - - - - - - - $175,000

Oldest Banking Institution in Utah.

A General Banking Business Transacted.

Agencies in Colorado and Montana.

COLLECTIONS PROMPTLY ATTENDED TO.

Interest Allowed on Time Deposits.

4106-1y

James T. Blanchard, C.E.,

ANALYTICAL AND ASSAYING OFFICE

Room 12 and 13, Groesbeck's Building, Second South St., up-stairs.

☞ *Advice and professional consultations; designs and essays. Highest references.*

438 tf

MRS. E. H. GRUNDY,

Eye and Cancer Doctress,

FIRST SOUTH ST., SALT LAKE CITY. Near 14th Ward School-house.

☞ Mrs. G. has purchased the business and practice from her late partner, Mrs. Clay, who has left this city for California. Offices will be carefully attended to as heretofore. 4213 tf.

Special Notice.

ON ACCOUNT OF SICKNESS, I WILL Sell Out my Entire Stock of Furniture at Eastern Cost and Freight, being desirous of leaving for California.

J. M. JOHNSON,

Groesbeck Block.

DAVIS, HOWE & CO.,

FOUNDRY & MACHINE SHOP,

SUCCESSORS TO

Nathan Davis & Sons.

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order.

WATER JACKETS, TUYERES, SLAG POTS AND CARS, BULLION MOULDS, PUNCH PLATES, HOISTING MACHINERY, CAR WHEELS and AXLES, ETC., ETC.

Also Brass Work of all descriptions.

First West Street,

Near North Temple Street,

4167 1y SALT LAKE CITY.

BIG COTTONWOOD Stage Line,

MONDAYS,

Wednesdays and Fridays,

Starting from

WELLS, FARGO & CO'S OFFICE,

At Seven A. M.

Fresh Arrivals

OF

NEW GOODS!

AT

DAVIS'S,

Consisting of

CHOICE TEAS,

COFFEES,

SUGARS,

FRUITS and

SPICES,

HAMS,

BACON,

CHEESE,

LARD,

Fresh Butter,

ETC.,

ALL AT REDUCED PRICES.

CALL AND SEE.

C. W. DAVIS.

4299

FRESH ARRIVAL

OF

GOODS!

100 Sets of Coney Island Furs, (Black) Cape and Muff, - - $5.00

300 doz. Gloves, from 75 to $3.75 a pair.

A Specialty in Home-made Socks, 50 cents a pair.

500 Vests in great variety, at $2.00 each.

The Best Lot of Ladies' Corsets in Town.

Heavy Beaver Suits at $35.

H. E. PHELPS.

4254

TO PARENTS AND GUARDIANS.

An Evening Class of Young Ladies and Gentlemen will be opened this week in the 15th Ward, for the study of the "French Language."

PROF. J. E. WHITE is a native French Teacher is graduate from one of the leading French Universities. His testimonials from various Academies, Universities and Private Families speak of him in very flattering terms.

Prof. White warrants to every pupil, in six months' study, a knowledge of the language that shall enable them to read, write and speak fluently, with a pure Parisian accent.

An Evening Class is also being organized for the study of "Book-keeping." Classes can at any time be formed at private residences. The terms are very moderate.

For further particulars, address: Prof. J. E. White, care of Geo. Goddard, P. O. Box 474, Salt Lake City.

THE MOST PERFECT MADE.

LEMON SUGAR, ETC.

ONE THIRD IS SAVED

in quantity by their perfect purity and great strength; the only kinds made by a practical Chemist and Physician, with scientific care to insure uniformity, healthfulness, delicacy and freedom from all injurious substances. They are far superior to the common adulterated kinds. Obtain the genuine. Observe our Trade Marks as above, "Cream" Baking Powder, "Hand and Cornucopia." Buy the Baking Powder only in cans securely labelled. Many have been deceived in loose or bulk Powder sold as Dr. Price's.

Manufactured only by

STEELE & PRICE,

Chicago, St. Louis and Cincinnati.

L. M. RUMSEY & CO.,

Manufacturers and Dealers in

PUMPS & FIRE ENGINES,

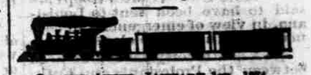
Lead Pipe and Sheet Lead, Iron Pipe, Pump Fixtures, Tools, Rubber & Leather Belting, Packing, Hose, &c.

Steam Fitting and Gas Fitting a Specialty.

Shop on First West St., Salt Lake City.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.



ON AND AFTER JANUARY 1st, 1874,

Daily Trains

Name of Station.	*No. 1. Pass'r.*	*No. 2. Pass'r.*	*Fare.*
Trains leave Salt Lake.	8 00 AM	3 40 PM	
Woods Cross.	8 26 "	4 06 "	.50
Centreville	8 32 "	4 12 "	.75
Farmington.	8 50 "	4 30 "	1.00
Kaysville.	9 07 "	4 48 "	1.25
Arrive at Ogden.	9 30 "	5 05 "	1.50

	No. 3. Pass'r.	*No. 4. Pass'r.*	
Trains leave Ogden.	8 40 AM	4 20 PM	
Kaysville.	9 21 "	5 10 "	1.00
Farmington	9 39 "	5 32 "	1.25
Centreville	10 04 "	5 56 "	1.50
Woods Cross.	10 18 "	6 10 "	1.75
Arrive at Salt Lake.	10 40 "	6 30 "	2.00

MIXED TRAINS

WILL RUN DAILY, Sundays Excepted.

Leaving Salt Lake City at 8.30 a.m. and 5.05 p.m., and Ogden at 7 a.m. and 3.30 p.m.

For all information concerning freight or passage apply to

JAMES SHARP,
Gen. Freight and Ticket Agent.

JOHN SHARP,
GEN. SUPERINTENDENT.

411-1y

UTAH SOUTHERN RAILROAD

On and after Sept. 10th, 1874.

Going South.

Name of Stations.	*No. 1. Freight.*	*No. 3. Pass'r.*	*No. 5. Freight.*	*No. 7. Pass'r.*	*Rate.*
Trains leave	A.M.	A.M.	P.M.	P.M.	
Salt Lake	7 00	8 10	2 00		
Little Cottonwood	7 20	8 55	2 15		.50
Junction	7 40	9 20	2 50		.75
Arrive at Sandy	7 55	9 40	3 05	1 00	
Leave Sandy	8 05				
Draper	8 15				1.00
Lehi	8 50				1.50
American Fork	9 20				1.75
Pleasant Grove	9 30				2.00
Arrive at Provo	10 15				2.50

Going North.

	No. 2. Freight.	*No. 4. Passenger.*	*No. 6. Freight.*	*No. 8. Passenger.*	
Trains leave	A. M.	A. M.	P. M.	P. M.	
Provo	10 45				
Pleasant Grove	11 30				.50
American Fork	11 40				.75
Lehi	11 55				1.00
Draper	12 45				2.25
Arrive at Sandy	1 00				2.50
Leave Sandy	1 10	6 20	5 00		
Junction	1 25	6 40	5 20	1 55	
Little Cottonwood	1 45	7 10	5 40	2 05	
Arrive at Salt Lake	2 00	7 30	6 00	2 30	

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

F. LITTLE,
General Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

UTAH NORTHERN RAILROAD.

Trains leave Ogden daily at 8.30 a.m.

" " Franklin, " " 2.00 "

" " Logan, " " 11.00 "

CHAS. NIBLEY,
Gen'l Freight and Ticket Agent.
MOSES THATCHER,
85 tf Supt.

GILMER & SALISBURY'S

Stage Lines

TO

Montana and Southwest Nevada.

Leave Ogden, Utah, daily, making close connections with the Utah Northern Railroad at Corinne, Box Elder County, for Virginia City, Helena, Deer Lodge, Silver Creek, Missoula, and intermediate points in the Territory of Montana, and all the principal towns and mining camps in Montana.

PRINCIPAL OFFICE,

WELLS, FARGO & CO. BUILDING

SALT LAKE CITY.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THE Great Central Line, Short Line Over the Mississippi River, with Unbroken Connections East and West, is the

SHORTEST, QUICKEST AND BEST ROUTE

PACIFIC & ATLANTIC

The Rock Island and

Has the only through car line between Omaha and Chicago, and Kansas City and Chicago, without change.

Through Tickets to all points East, West, North and South, can be had at the Company's Office in Omaha, and at all principal offices in the United States and Canada.

Ask for Tickets via the Rock Island.

Take your Tickets and Pass the Rock Island.

Through Passengers to and from Denver, Colorado, should purchase Tickets via Kansas City, Lawrence and Topeka Railroad, and at the Company's Office in Kansas City, Missouri, and Atchison, Kansas, and pass over the Missouri River on the Company's Bridge.

Through Passengers to and from Leavenworth, Kansas, should purchase Tickets via Leavenworth, Lawrence and Galveston Railroad, and at the Company's Office in Leavenworth, Kansas, and pass over the Missouri River on the Company's Ferry.

Through Passengers to and from Atchison, Kansas, should purchase Tickets via Atchison, Topeka and Santa Fe Railroad, and at the Company's Office in Atchison, Kansas, and pass over the Missouri River on the Company's Bridge.

Through Passengers to and from St. Joseph, Missouri, should purchase Tickets via St. Joseph and Denver City Railroad, and at the Company's Office in St. Joseph, Missouri, and pass over the Missouri River on the Company's Bridge.

Through Passengers to and from Council Bluffs, Iowa, should purchase Tickets via Council Bluffs and Nebraska Railroad, and at the Company's Office in Council Bluffs, Iowa, and pass over the Missouri River on the Company's Bridge.

Through Passengers to and from Sioux City, Iowa, should purchase Tickets via Sioux City and Pacific Railroad, and at the Company's Office in Sioux City, Iowa, and pass over the Missouri River on the Company's Bridge.

Through Passengers to and from Fort Dodge, Iowa, should purchase Tickets via Fort Dodge, Fort Kearney and Southwestern Railroad, and at the Company's Office in Fort Dodge, Iowa.

Through Passengers to and from Des Moines, Iowa, should purchase Tickets via Des Moines Valley Railroad, and at the Company's Office in Des Moines, Iowa.

Through Passengers to and from Iowa City, Iowa, should purchase Tickets via Iowa City Railroad, and at the Company's Office in Iowa City, Iowa.

Through Passengers to and from Davenport, Iowa, should purchase Tickets via Davenport and St. Paul Railroad, and at the Company's Office in Davenport, Iowa.

Through Passengers to and from Rock Island, Illinois, should purchase Tickets via Rock Island and Peoria Railroad, and at the Company's Office in Rock Island, Illinois.

Through Passengers to and from Peoria, Illinois, should purchase Tickets via Rock Island and Peoria Railroad, and at the Company's Office in Peoria, Illinois.

Through Passengers to and from Chicago, Illinois, should purchase Tickets via Chicago and Rock Island Railroad, and at the Company's Office in Chicago, Illinois.

Through Passengers to and from Joliet, Illinois, should purchase Tickets via Joliet and Northern Indiana Railroad, and at the Company's Office in Joliet, Illinois.

Through Passengers to and from Kankakee, Illinois, should purchase Tickets via Kankakee and Southwestern Railroad, and at the Company's Office in Kankakee, Illinois.

Through Passengers to and from Streator, Illinois, should purchase Tickets via Streator Branch Railroad, and at the Company's Office in Streator, Illinois.

Through Passengers to and from La Salle, Illinois, should purchase Tickets via La Salle Branch Railroad, and at the Company's Office in La Salle, Illinois.

Through Passengers to and from Ottawa, Illinois, should purchase Tickets via Ottawa, Oswego and Fox River Valley Railroad, and at the Company's Office in Ottawa, Illinois.

Through Passengers to and from Aurora, Illinois, should purchase Tickets via Aurora Branch Railroad, and at the Company's Office in Aurora, Illinois.

Through Passengers to and from Geneva, Illinois, should purchase Tickets via Geneva Branch Railroad, and at the Company's Office in Geneva, Illinois.

Through Passengers to and from Elgin, Illinois, should purchase Tickets via Elgin Branch Railroad, and at the Company's Office in Elgin, Illinois.

Through Passengers to and from Belvidere, Illinois, should purchase Tickets via Belvidere Branch Railroad, and at the Company's Office in Belvidere, Illinois.

Through Passengers to and from Freeport, Illinois, should purchase Tickets via Freeport Branch Railroad, and at the Company's Office in Freeport, Illinois.

Through Passengers to and from Dubuque, Iowa, should purchase Tickets via Dubuque Branch Railroad, and at the Company's Office in Dubuque, Iowa.

Through Passengers to and from Clinton, Iowa, should purchase Tickets via Clinton Branch Railroad, and at the Company's Office in Clinton, Iowa.

Through Passengers to and from Muscatine, Iowa, should purchase Tickets via Muscatine Branch Railroad, and at the Company's Office in Muscatine, Iowa.

Through Passengers to and from Burlington, Iowa, should purchase Tickets via Burlington Branch Railroad, and at the Company's Office in Burlington, Iowa.

Through Passengers to and from Keokuk, Iowa, should purchase Tickets via Keokuk Branch Railroad, and at the Company's Office in Keokuk, Iowa.

Through Passengers to and from Fort Madison, Iowa, should purchase Tickets via Fort Madison Branch Railroad, and at the Company's Office in Fort Madison, Iowa.

Through Passengers to and from Quincy, Illinois, should purchase Tickets via Quincy Branch Railroad, and at the Company's Office in Quincy, Illinois.

Through Passengers to and from Hannibal, Missouri, should purchase Tickets via Hannibal Branch Railroad, and at the Company's Office in Hannibal, Missouri.

Through Passengers to and from St. Louis, Missouri, should purchase Tickets via St. Louis Branch Railroad, and at the Company's Office in St. Louis, Missouri.

Through Passengers to and from Alton, Illinois, should purchase Tickets via Alton Branch Railroad, and at the Company's Office in Alton, Illinois.

Through Passengers to and from Springfield, Illinois, should purchase Tickets via Springfield Branch Railroad, and at the Company's Office in Springfield, Illinois.

Through Passengers to and from Decatur, Illinois, should purchase Tickets via Decatur Branch Railroad, and at the Company's Office in Decatur, Illinois.

Through Passengers to and from Indianapolis, Indiana, should purchase Tickets via Indianapolis Branch Railroad, and at the Company's Office in Indianapolis, Indiana.

Through Passengers to and from Cincinnati, Ohio, should purchase Tickets via Cincinnati Branch Railroad, and at the Company's Office in Cincinnati, Ohio.

Through Passengers to and from Louisville, Kentucky, should purchase Tickets via Louisville Branch Railroad, and at the Company's Office in Louisville, Kentucky.

Through Passengers to and from Nashville, Tennessee, should purchase Tickets via Nashville Branch Railroad, and at the Company's Office in Nashville, Tennessee.

Through Passengers to and from Memphis, Tennessee, should purchase Tickets via Memphis Branch Railroad, and at the Company's Office in Memphis, Tennessee.

Through Passengers to and from New Orleans, Louisiana, should purchase Tickets via New Orleans Branch Railroad, and at the Company's Office in New Orleans, Louisiana.

Through Passengers to and from Mobile, Alabama, should purchase Tickets via Mobile Branch Railroad, and at the Company's Office in Mobile, Alabama.

Through Passengers to and from Atlanta, Georgia, should purchase Tickets via Atlanta Branch Railroad, and at the Company's Office in Atlanta, Georgia.

Through Passengers to and from Savannah, Georgia, should purchase Tickets via Savannah Branch Railroad, and at the Company's Office in Savannah, Georgia.

Through Passengers to and from Charleston, South Carolina, should purchase Tickets via Charleston Branch Railroad, and at the Company's Office in Charleston, South Carolina.

Through Passengers to and from Wilmington, North Carolina, should purchase Tickets via Wilmington Branch Railroad, and at the Company's Office in Wilmington, North Carolina.

Through Passengers to and from Norfolk, Virginia, should purchase Tickets via Norfolk Branch Railroad, and at the Company's Office in Norfolk, Virginia.

Through Passengers to and from Richmond, Virginia, should purchase Tickets via Richmond Branch Railroad, and at the Company's Office in Richmond, Virginia.

Through Passengers to and from Washington, D. C., should purchase Tickets via Washington Branch Railroad, and at the Company's Office in Washington, D. C.

Through Passengers to and from Baltimore, Maryland, should purchase Tickets via Baltimore Branch Railroad, and at the Company's Office in Baltimore, Maryland.

Through Passengers to and from Philadelphia, Pennsylvania, should purchase Tickets via Philadelphia Branch Railroad, and at the Company's Office in Philadelphia, Pennsylvania.

Through Passengers to and from New York City, should purchase Tickets via New York Branch Railroad, and at the Company's Office in New York City.

Through Passengers to and from Boston, Massachusetts, should purchase Tickets via Boston Branch Railroad, and at the Company's Office in Boston, Massachusetts.

Through Passengers to and from Portland, Maine, should purchase Tickets via Portland Branch Railroad, and at the Company's Office in Portland, Maine.

Through Passengers to and from Bangor, Maine, should purchase Tickets via Bangor Branch Railroad, and at the Company's Office in Bangor, Maine.

Through Passengers to and from Calais, Maine, should purchase Tickets via Calais Branch Railroad, and at the Company's Office in Calais, Maine.

Through Passengers to and from St. John, New Brunswick, should purchase Tickets via St. John Branch Railroad, and at the Company's Office in St. John, New Brunswick.

Through Passengers to and from Halifax, Nova Scotia, should purchase Tickets via Halifax Branch Railroad, and at the Company's Office in Halifax, Nova Scotia.

Through Passengers to and from Charlottetown, Prince Edward Island, should purchase Tickets via Charlottetown Branch Railroad, and at the Company's Office in Charlottetown, Prince Edward Island.

Through Passengers to and from Quebec, Canada, should purchase Tickets via Quebec Branch Railroad, and at the Company's Office in Quebec, Canada.

Through Passengers to and from Montreal, Canada, should purchase Tickets via Montreal Branch Railroad, and at the Company's Office in Montreal, Canada.

Through Passengers to and from Ottawa, Canada, should purchase Tickets via Ottawa Branch Railroad, and at the Company's Office in Ottawa, Canada.

Through Passengers to and from Toronto, Canada, should purchase Tickets via Toronto Branch Railroad, and at the Company's Office in Toronto, Canada.

Through Passengers to and from Hamilton, Canada, should purchase Tickets via Hamilton Branch Railroad, and at the Company's Office in Hamilton, Canada.

Through Passengers to and from London, Canada, should purchase Tickets via London Branch Railroad, and at the Company's Office in London, Canada.

Through Passengers to and from Windsor, Canada, should purchase Tickets via Windsor Branch Railroad, and at the Company's Office in Windsor, Canada.

Through Passengers to and from Detroit, Michigan, should purchase Tickets via Detroit Branch Railroad, and at the Company's Office in Detroit, Michigan.

Through Passengers to and from Port Huron, Michigan, should purchase Tickets via Port Huron Branch Railroad, and at the Company's Office in Port Huron, Michigan.

Through Passengers to and from Sarnia, Canada, should purchase Tickets via Sarnia Branch Railroad, and at the Company's Office in Sarnia, Canada.

Through Passengers to and from Goderich, Canada, should purchase Tickets via Goderich Branch Railroad, and at the Company's Office in Goderich, Canada.

Through Passengers to and from Owen Sound, Canada, should purchase Tickets via Owen Sound Branch Railroad, and at the Company's Office in Owen Sound, Canada.

Through Passengers to and from Collingwood, Canada, should purchase Tickets via Collingwood Branch Railroad, and at the Company's Office in Collingwood, Canada.

Through Passengers to and from Barrie, Canada, should purchase Tickets via Barrie Branch Railroad, and at the Company's Office in Barrie, Canada.

Through Passengers to and from Orillia, Canada, should purchase Tickets via Orillia Branch Railroad, and at the Company's Office in Orillia, Canada.

Through Passengers to and from Gravenhurst, Canada, should purchase Tickets via Gravenhurst Branch Railroad, and at the Company's Office in Gravenhurst, Canada.

Through Passengers to and from Parry Sound, Canada, should purchase Tickets via Parry Sound Branch Railroad, and at the Company's Office in Parry Sound, Canada.

Through Passengers to and from Sudbury, Canada, should purchase Tickets via Sudbury Branch Railroad, and at the Company's Office in Sudbury, Canada.

Through Passengers to and from Sault Ste. Marie, Canada, should purchase Tickets via Sault Ste. Marie Branch Railroad, and at the Company's Office in Sault Ste. Marie, Canada.

Through Passengers to and from Duluth, Minnesota, should purchase Tickets via Duluth Branch Railroad, and at the Company's Office in Duluth, Minnesota.

Through Passengers to and from Superior, Wisconsin, should purchase Tickets via Superior Branch Railroad, and at the Company's Office in Superior