RAILROADS.

Utah Western Railway COMPANY.

SPRING & SUMMER ARRANGEMENT.

ON AND AFTER

Monday, May 1st, 1876,

The UTAH WESTERN RAILWAY COMPANY will run daily Trains as follows (Sundays excepted):

Leave Salt Lake City at 7 a. m.
Stopping 25 minutes at Lake Point for Breakfast.)
Arrive at Half-way House at 9.25 a. m.
Leave Half-way House at 11.40 a.m.
(Stopping 25 minutes at Lake Point for Dinner.)
Arriving at Salt Lake City at 2.05 p.m.

ON SUNDAYS

Leave Salt Lake City at 10:45 a.m., stopping 25 minutes at Lake Point for Dinner; arrive at Half-way House at 1:10 p.m.; returning leave Half-way House at 1:25 p.m., arriving at Salt Lake City at 7:30 p.m.

On Wednesdays & Sundays

ONLY, a SPECIAL EXCURSION TRAIN will leave Salt Lake City at 10.45 a.m., connecting at Lake Point with

THE STEAMER

GENERAL GARFIELD

Which will make a trip on the GREAT SALT LAKE, returning in time for Supper at the Lake Point Hotel, and connect with Train arriving at Salt Lake City at 7 30 p.m.

TICKETS (good on either of Wednesday and Sunday Trains, and including ride on Steamer), $1 50.

Special rates given to Excursion Parties upon application to G. W. THATCHER, General Passenger Agent.

For any information concerning freight, apply to J. N. PIKE, Gen'l Freight Agent.
d130 H. P. KIMBALL, Supt.

UTAH NORTHERN RAILROAD.

ON AND AFTER

JANUARY 1st, 1876

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:30 a. m.
" Brigham	10:50 "
" Logan	2:00 p. m.
Arrive at Franklin	3:30 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:55 "
" Brigham	2:35 p. m.
Arrive at Ogden	4:00 "

Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

M. W. MERRILL, Supt.

CHAS. NIMLEY,
Gen. Freight & Ticket Agt. d289

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fare.
	A.M.	A.M.	P.M.	
Trains leave Salt Lake	7 00	8 10	1 30	.....
Little Cottonwood	7 28	8 38	2 15	50
Junction	7 45	7 50	2 50	75
Arrive at Sandy	7 58	7 40	3 00	1 00
Leave Sandy	mxd	8 05		.....
Draper	8 10	8 15		1 25
Lehi	9 08	9 05		1 75
American Fork	9 20	9 20		1 90
Pleasant Grove	9 32	9 32		2 00
Provo	10 15	10 05		2 50
Springville	10 27	10 20		2 60
Spanish Fork	10 51	10 40		3 00
Payson	11 23	11 05		3 50
Santaquin	11 40	11 25		4 00
Arrive at Terminus	M. 12 00	11 40		4 00

Going North.

Name of Station.	No. 2. Passenger.	No. 4. Passenger.	No. 6. Freight.	Fare.
	P. M.	A. M.	P. M.	
Trains leave Terminus	12 20			.....
Santaquin	12 40			25
Payson	1 17			50
Spanish Fork	1 40			1 00
Springville	2 08			1 25
Provo	2 25			1 50
Pleasant Grove	2 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	3 48			2 75
Arrive at Sandy	4 32			.....
Leave Sandy	4 47	8 30	5 00	3 00
Junction	4 61	8 45	5 10	3 25
Little Cottonw'd	5 11	10 15	5 40	3 50
Arrive at Salt Lake	5 40	11 0	6 15	4 00

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

JOHN SHARP,
General Superintendent.
JOHN SHARP, JR.,
General Freight and Ticket Agent.

UTAH CENTRAL RAILROAD

PIONEER LINE OF UTAH.

On and after June 20th 1875.

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fares.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
*Wood's Cross.	7 25 "	4 05 "	.50
Centerville	7 32 "	4 15 "	.75
Farmington.	7 50 "	4 32 "	1.00
Kaysville.	8 13 "	4 55 "	1.35
Arrive at Ogden.	9 00 "	5 40 "	2.00

Name of Station.	No. 2. Pass'r.	No. 4. Pass'r.	Fares.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville,	10 21 "	7 10 "	1.00
Farmington	10 53 "	7 31 "	1.35
Centerville	11 04 "	7 44 "	1.50
*Wood's Cross.	11 13 "	7 53 "	1.75
Arrive at Salt Lake.	11 40 "	8 20 "	2.00

*Passing Places.

MIXED TRAINS

WILL RUN DAILY,

(Sundays Excepted.)

Leaving Salt Lake City at 8:40 a.m. and 6:30 p.m.; and Ogden at 5 a.m. and 2:30 p.m.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, JR.,
Gen. Freight and Ticket Agent.
JOHN SHARP,
SUPERINTENDENT.

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d 145

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Will find it to their advantage to call on us before purchasing elsewhere.

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Comprising a collection of letters written by President Geo. A. Smith and members of his party while traveling in Europe, Asia and Africa in 1872 and 1873,

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Morocco Gilt, Embossed,	$3.00
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EVENING NEWS.

Thursday, May 18, 1876.

Political Corruption.

In former periods, before they had discovered the utility of all the corruption and refuse matter that collects in a large city, they had what was termed "sink-holes" into which the scavengers dumped all the filth and covered it over with a thin coating of lime or some other deodorizing substance. Modern science has done away with the necessity of the sink-holes in large cities, but modern politics made a national sink-hole a necessity, and Washington its locality. Into this political vault of corruption and iniquity has been gathered thieves of every portion of the country, until the stench became too great for the olfactories of the nation. By a liberal use of whitewash, the filth was covered up and the stench ceased for a time. But a change came upon the people and they took it into their heads that a national sink-hole was not a necessity. As a first step to abolishing it, they stopped sending thieves to Washington, and returned a different class of men at the last general election. Of these they demanded certain reforms, and among other things that the professional whitewashing should cease and a thorough probing of the sink-hole should be made. According to their instructions the present House of Representatives have commenced the probing process and have already stirred up a most stifling odor. The entire nation are holding their noses, gasping for breath and wondering what next. Even the corruptionists of the dominant party themselves are astonished to see how putrid they are when the former coatings of whitewash are scraped off them and they are revealed in their true characters. The present House of Representatives has a dirty job, we admit, but it must not shrink from its duty. After they got the house well cleaned then they can enjoy the domicile, and the purity of its surroundings. The exposure of the corruption in the war department is only the removal of a small portion of the crust that covers as foul a bed of iniquity as ever existed. In the face of the comparative youth of the United States as a nation, and it being the centennial year, when we are to be visited by all other nations, it is excruciatingly humiliating, still, we can only bow our heads in shame, and say God speed the work, for on its success depends our very existence.

Washington is all a wallow of thievery and corruption, with a full sprinkling of delighted official Sambos interlarked by way of flavor and ornamentation. Yet the city is just as it has long been. There is really nothing new. Only time gradually develops to the many what was well known to the few. There is no place for an honest man in Washington society as at present constituted. No man who speaks the truth can appear in it. If you can't meet thieves and liars on terms of equality you do not belong there. Moral and political debauchery has there reached a height that history sometimes speaks of, but of which this country has never before had any experience, or even any approach to, except in the local sphere where Tweed figured. Fire and brimstone might have done for Sodom, but it wouldn't purify Washington. The man doesn't live who is sufficient master of language to depict its degradation. The people must not flatter themselves that everything is bound to come out now, in either the War or the other Departments, where things are worse. As after great burglaries we hear of new fastenings, chronometer locks, fresh guards and combinations, so there are new grips and new padlocks on every fellow's mouth who might be tempted to tell what he knows.—*San Bernardino Times.*

A NEW USE FOR LOCUSTS.—An industry of quite a novel character, says Consul Playfair, in his report on the trade and commerce of Algeria for the past year, promises to spring up in that country. Immense sums of money are annually spent by the fishermen of France in obtaining codroe as bait for the sardine fisheries. Not only is that substance increasing in price every year, but the quantity procurable is quite insufficient to meet the demand. It is proposed to utilize the locusts which periodically invade the colony in immense numbers, and are nearly always to be found in the south, as a substitute. The Governor-General has sent 1,000 kilos of these insects, prepared and salted, to France, and this result, it is stated, is sufficiently successful to warrant the experiment being tried on a larger scale. This scheme, although at first sight it may appear disagreeable to the Algerian locusts, can hardly, on reflection, fail to commend itself to their reason. The locust has of late entirely lost the respectable position it once occupied of being fit for food. Locusts and wild honey are never seen now on any breakfast table, and, as the locust requires a vast amount of sustenance for its own consumption, it is looked upon as an infallible nuisance for those countries it haunts by its visits. If, however, the sardines take to the locusts as baits, these insects will at least be entitled to the credit of being instrumental in providing food for the human race, and may possibly, at no distant date, resume their place on the table.—*Pall Mall Gazette.*

To the Heirs of Joseph Arthurs, Deceased.

JOHN in England, Great Britain, died in Pittsburgh, Pennsylvania, U. S., in July, 1866.

Heard from England 13 years ago, from a nephew then about leaving for Australia. Has or had a brother in Utah, who became a Mormon. You will hear of some money left by him, upon writing to

JOHN HANCOCK, executor,
Pittsburg, Pa.

Care of D. W. & A. S. Bell, Attorneys.
d126

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d129 6m

U. P. R. R.

—:o:—

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:20 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	6:40 p.m.
Freight	2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., and with Utah Central road for 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.

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Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL,
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H. H. CLARK, Gen'l Supt. d190

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CONTENTS

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