A MAN

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

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST!

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capitol of Iowa) with branches from Bureau Junction to Peoria; Witten Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldora, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola and Winterset; Atlantic to Audubon and Avoca, to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company owns and controls their Sleeping Cars, which are inferior to none, and give you a double berth, between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, and pay for what you eat, appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Leavenworth and Atchison, connections being made in Union depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; T. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & M. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

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At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cent. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH:

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

U. P. R. R.

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

LEAVE.	
Daily Express	5:10 p.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., with the Utah & Northern Railway for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweet water mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and Pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., Kansas City, St. Jos and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Bank-ing 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, Gen'l Ticket Agent, Omaha.

S. H. H. CLARK, Gen'l Supt. 230

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FORT WAYNE AND PENNSYLVANIA R. R. LINE.

Continuous all-rail Route!
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With Ample Time for Meals.

3 Express Trains

Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibuled sleeping cars.

Reaches Pittsburgh 2.30 a m; Harrisburg 11.45 p m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.55 a m; Baltimore 6.30 p m; Washington 9.00 p m next day.

5:15 p. m. Atlantic express, DAILY.

With Drawing Room and Hotel Car.

Reaches Pittsburgh 12.15 p m; Harrisburg 10.55 p m; Philadelphia 3.35 a m; New York 6.45 a m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a m, affording Philadelphia passengers a full night's rest.

9:10 p. m. Night Express EXCEPT SATURDAY,

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 5.00 a m; New York 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the west. Ask for them via the FORT WAYNE and PENNSYLVANIA LINE.

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UTAH CENTRAL RAILROAD BATHING TRAIN!

ON and after July 5th during the bathing season, the Utah Central Railroad will run a DAILY BATHING TRAIN to

LAKE SHORE

Leaving Salt Lake City at 5 o'clock p.m., and return at 7.30 p.m.

Fare to Lake Shore and return, 50c.

d166

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	2 40	
Wood's Cross	7 28	4 08	50
Centerville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	1 75
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 02	6 40	1 00
Farmington	10 22	7 01	1 25
Centerville	10 37	7 14	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., arriving in Ogden at 11.55 a.m. Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.50 a m., arriving in Salt Lake City at 10 a.m., saving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

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OFFICE at Dr. Anderson's, 13th Ward, ½ block south of Presbyterian Church.

d238 6c w35 2c

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave	A. M.	A. M.	
Salt Lake	7 00	7 30	
Morgan	7 18	9 00	50
Germania	7 22	9 10	60
Lovendahls	7 28	9 20	60
Junction	7 37	9 35	75
Arrive at			
Sandy	7 40	9 45	85
Leaves			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 90
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 33	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 50
Santaquin	10 46	2 40	3 75
Mona	11	3 40	4 25
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 20	5 00	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M.	A. M.	
Chicken Creek	1 00	7 30	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 55	1 75
Payson	2 53	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	P. M.	
Springville	3 34	12 30	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 25
American Fork	4 34	1 55	3 75
Lehi	4 46	2 10	3 85
Draper	5 36	3 20	4 90
Arrive at			
Sandy	5 40	3 40	6 05
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives at			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

CHICAGO & NORTH-WESTERN RAILWAY,

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

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No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK,

AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

All Agents sell them and Check Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, 263 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manag'r, Chicago.

W. H. STENNETT, Gen'l Pass Ag't, Chicago.

EVENING NEWS.

Tuesday, . . September 30, 1879.

[For the DESERET NEWS.]

A VOICE FROM THE MOUNTAINS.

By Joel H. Johnson, High Priest and Patriarch in the Church of Jesus Christ of Latter-day Saints.

Being quite advanced in years, and according to the course of nature I must soon pass behind the veil, I feel very anxious to give my testimony to every living soul of man upon the face of the whole earth, to what I do verily know, concerning the establishment of the Kingdom of God by the Prophet Joseph Smith in these latter days. By way of introduction I wish to say a few words concerning myself.

I was born on the 23d day of March, 1802, in the town of Grafton, Mass., of the old Puritan or *Mayflower* stock, I was very honest from a small boy, never daring to do anything that I thought God or my parents would be displeased with. As soon as I could read, my mother gave me a small New Testament, which I carried in my pocket and studied at every opportunity, and committed portions to memory. I was very much interested in the ancient order of the Church, baptism for the remission of sins, laying on of hands for the gift of the Holy Ghost with signs following, etc. The conviction followed me that the order of things that Christ and his apostles established in the Church must be the true order, and all others were false; I sought for the true order among every sect that I could find, but found it not,

Until the Prophet Joseph came,
Repent, to me he said,
And be baptized in Jesus' name
With hands laid on your head.

And when I had his word obey'd
My joy could not be told,
I spake with tongues and prophesied
As did the saints of old.

No wish had I, nor could refuse
The power that on me fell,
Light filled my soul, my tongue was loosed,
The glorious news to tell.

God then to me this truth revealed,
That he had Joseph sent;
And on his head the Priesthood sealed,
To call men to repent.

That every nation, tribe or sect,
On earth, though great or small;
Who shall his word to them reject,
His hand shall on them fall.

The date of this event was June 1st, 1831. I was then 29 years of age and had no gift of speech, had never spoken in public or made a regular prayer in my life, I had read the Bible much, and was very familiar with its contents. But now I knew that the Holy Ghost had fallen upon me, as it did on the Saints at the day of Pentecost, for my mouth was opened and my tongue was loosed, for I could pray and preach day and night in my own language, and in the gift of tenguer. I could remember everything I had read in the Bible or other books, fulfilling the words of Christ in speaking of the Comforter. He says, "It shall bring all things to your remembrance, and shall teach you things to come." John xiv. 26. And now my testimony is, and has been for the last 48 years, that God lives, that Jesus Christ is his son, and that Joseph Smith is his prophet, to usher in the dispensation of the fulness of times; to gather the lost sheep of Israel, and establish Zion upon the earth. I also know and testify that the Bible, the Book of Mormon and Doctrine and Covenants, including the law of celestial marriage, are the word of God to the inhabitants of the earth, for his voice has declared it unto me.

Let the great men of this nation look back to 1830, when Joseph Smith brought forth the word of God to the people and organized the Church of only six members. The warfare then commenced, and what has been the result? On the side of the Church it has been an increase of from one hundred and fifty to two hundred thousand members. While the result on the side of the people or government has been the honor and glory of killing the prophets with a hundred or more of the Saints, whipping, imprisoning and driving them from one place to another, and robbing them of all they possessed. And still the war continues. The prophet Isaiah in his 29th chapter, 8th verse, says: "It shall even be as when a hungry man dreameth, and behold he eateth, but he awaketh and his soul is empty, or as when a thirsty man dreameth, and behold he drinketh but he awaketh and behold he is faint and his soul hath appetite, so shall the multitude of all the nations be that fight against Mount Zion." No man or people that has ever lifted a hand against the work of God has ever been satisfied or ever will be. Let it be known to all men from this time forward that one man with God for his friend is a great majority. It was so with Enoch, Noah, Abraham, Lot, Moses, Joshua, Elijah, and all who escaped the sword, fire, prison walls, lion's dens, &c. It was so with Brigham. When he took the Saints by the hand after their prophets were slain in Carthage jail, and they were driven at the point of the sword and mouth of the cannon, from the State of Illinois, he took them as they were, naked and destitute in winter's cold, and led them through a trackless waste of mountains and deserts one thousand miles into the great internal basin of North America, then an uninhabited desert belonging to another republic. In a few years the Saints had made themselves good homes by subduing the deserts, when President Buchanan took it into his head to send an army and rout them out and rob them again, but he soon found that one man, with God for his friend, was a great majority, when Brigham kept his army back in the cold all winter, eating mule meat without salt.

The God of Abraham, in establishing Zion in these latter days, has made the same covenant with his people that he made with Abraham in regard to the law of celestial marriage, by commanding them to take more wives and raise up seed unto him. But Congress and the Supreme Court of the United States have commanded them not to do so, under penalties of fine and imprisonment. So we see that there is a war entered into between the God of Abraham and Congress — which brings up the question, Does God give commands to his people under circumstances that they cannot be obeyed? No, never. But, says Congress, "We do not believe he has given any such command." Does their unbelief make the word of God of no effect? Verily no. He will prepare the way for all to be obeyed. I can vouch that there are thousands of men and women in this Church that know as well as they know that the sun ever shone or the wind ever blew that the law of celestial marriage is the law of God, for they have heard his voice declare it from the heavens or by inspiration of the Holy Ghost. All the Saints have to do, under the circumstances, is to be patient, prayerful, true to each other, peaceful and faithful to the commandments of God, and let him and Congress work out the problem. A few years will show who carries off the palm of victory. God has sworn to favor Zion and his word cannot fail.

Yes Zion shall arise,
Her light and glory spread,
Until the nations in surprise
Shall find her at the head—
While they shall only be the tail,
Their sins and follies to bewail.

JOEL H. JOHNSON.

Catarrhal POISON

Wei De Meyers' Treatise on Catarrh, explains the following important facts:

1. That Catarrhal Colds become [a poisonous infection, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That whatever impurities exist in the nostrils, are necessarily **swallowed** into the **stomach and inhaled** into the lungs, thus poisoning the digestive, the respiratory and the genito-urinary organs.

4. That Catarrhal virus follows the mucuous membrane and causes Weak Eyes, Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, taken into the nostrils and throat, cannot possibly remove infectious inflammation] from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the capacity of being **absorbed by** the purulent mucous **wherever located.**

Acting upon these theories, **Dr. Wei De Meyer** has found a remedy for Catarrhal diseases, which proves to be infallible. His Treatise, with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is sent **free and Post-paid to anybody. Wei De Meyer's Catarrh Cure** is not yet in the hands of all Druggists. Where not thus procurable, it will be **delivered** to any address at **$1.50** a package. To Clubs, six packages for **$7.50.** To the trade, liberal terms.

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REMOVE CANCERS

Without the use of a Knife.

He GUARANTEES a CURE or NO PAY.

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100 Yearling Steers	at	$11.00
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175 2-Year Old Steers	"	15.00
25 3 " "	"	18.00
30 4 " "	"	22.50
20 Dry Cows	"	15.00
25 2-Year Old Heifers	"	15.00

We guarantee to turn out **Good Average Clean Stock.**

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Poultry, Fish and Game,

Fruit, Vegetables and Groceries,

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Goods delivered punctually in all parts of the City, Free. Satisfaction guaranteed.

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Park City, Utah, Sept. 6, 1879. 6-6-9 10 6-12 9

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Opposite Patent Office, Washington, D. C.

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Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single Newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

PACKAGES.—Parcels, unsealed, 1 cent per 2 ounces.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

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On orders not exceeding $20	10 cents.
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Over $30 and not exceeding $40	20 "
Over $40 and not exceeding $50	25 "

Rates of Foreign Postage.

	Letters.	Newspapers.
Greece, closed mail, via England	5 cts.	2 cts
Hong Kong, American packet, via San Francisco	10 cts.	2 cts.
Italy, direct closed mail via England	5 cts.	2 cts
Italy, via North German Union, direct	5 cts.	2 cts
Japan, American packet, via San Francisco	10 cts	2 cts
Mexico	10 cts	2 cts
New Zealand, via Southampton	13 cts	2 cts
Norway, via North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts
Portugal, via England	*5 cts.	2 cts
Russia, via North German Union direct	*5 cts.	2 cts
Russia, closed mail via England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.

MONEY ORDERS.—All principal post offices now receive small sums of money and issue drafts for the same upon other post-offices, subject to the following charges and regulations:

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On orders not exceeding $30	15 "
Over $30 and not exceeding $40	20 "
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INTERNATIONAL MONEY ORDERS on Great Britain, Germany and Switzerland, may be obtained upon the payment of the following fees, viz:

GREAT BRITAIN:

On orders not exceeding $10	25 p
Over $10 and not exceeding $20	50 "
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IN THE CASE OF

GEORGE REYNOLDS

VS.

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To which is added the Correspondence prior to the Discussion, between the Rev. Dr. J. P. Newman and President Brigham Young. Also

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