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; Wilton 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, Independent, Eldon, 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 own and control 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 seventy-five cents, or you can order what you like, and pay for what you get.

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.; I. 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.
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At DES MOINES, with D. M. & Ft. Dodge R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
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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 Cen. Br. Union Pacific R. Rds.
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PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

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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

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

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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 usual Baggage Free by this Line.

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New York Office, No. 415 Broadway Boston Office, No. 5 State Street. Omaha Offices, 512 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.

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Via New York City.

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Reaches Pittsburgh 2.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 8.15 a m; Baltimore 5.30 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.

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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 8.00 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 SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave Salt Lake	7 00	1 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 40	8 45	85
Leave Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
Amer'can Fork	8 [illegible]	11 35	1 80
Pleasant Grove	9 [illegible]	11 [illegible]	1 [illegible]
Provo	9 [illegible]	[illegible]	2 [illegible]
Springville	9 [illegible]	1 [illegible]	2 [illegible]
Spanish Fork	10 [illegible]	1 [illegible]	2 [illegible]
Payson	10 [illegible]	2 [illegible]	3 [illegible]
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 20	5 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	1 00	7 30	
Nephi	1 40	8 00	75
Mona	2 04	9 00	1 15
Santaquin	2 40	10 30	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 30
Springville	3 34	12 30	2 50
Provo	3 49	12 45	2 65
Pleasant Grove	4 12	1 45	3 00
American Fork	4 24	1 55	2 75
Lehi	4 40	2 20	3 30
Draper	5 16	2 50	4 00
Arrive at Sandy	5 40	3 40	4 20
Leave Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 52	5 05	4 90
Germania	5 58	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives at Salt Lake	6 25	6 00	5 30

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.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after NOVEMBER 4, 1879.

GOING NORTH.

Stations.	No. 1 Mixed	Miles.	Fares.
TRAINS LEAVE	A. M.		$ c.
Deseret	7.00		
Riverside	7.45	9	50
Lemmington	9.15	27	1.50
Mills	10.35	48	2.50
ARRIVE AT Juab	11 20	52	3.00

GOING SOUTH.

Stations.	No. 2 Mixed	Miles.	Fares.
TRAINS LEAVE	P. M.		$ c.
Juab	1.30		
Mills	2.15	9	50
Lemmington	3.35	25	1.50
Riverside	5.05	43	2.50
ARRIVE AT Deseret	5.50	52	3.00

Nos. 1 and 2 will be run daily. For all information concerning Freight and Passage, apply to

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C. EICKENBERG. 4 w1

EVENING NEWS.

Thursday, : : January 8, 1880.

ST. LOUIS CONFERENCE.

A conference was held by the St. Louis branch of the Church of Jesus Christ of Latter-day Saints, on the 30th of November, 1879, in Union Hall, No. 1310 Broadway.

After singing and prayer, President Burman spoke largely upon the rise and progress of the latter-day work.

The authorities of the Church were presented and unanimously sustained.

Elder John Morgan was sustained as President of the southern mission.

Andrew Burman was sustained as the President of the St. Louis branch, with his two counselors, John F. Schrepel and Jos. J. Harrison.

The local priesthood was then presented and sustained.

Elder Schrepel was sustained as president of the Sunday School.

The sacrament was then administered.

The financial and Sunday School reports were read, showing a balance of 65c. in the financial and $6.95 in the Sunday School fund.

Elder Allison then bore a faithful testimony of the latter-day work.

President Morgan then said he was glad to see by the financial exhibit, that the St. Louis branch was out of debt, which was a characteristic of the Latter-day Saints, and the saying, "Pay as you go," was good gospel though not found in the Bible. He felt happy in his travels to be known as a "Mormon" Elder and would not change it for the greatest name that could be given him.

Conference was brought to a close by singing, and benediction by Elder Moffet.

A. BURMAN, Prest.,
JOS. J. HARRISON, Clerk.

The Use of Pain

The power which rules the universe, this great, tender power, uses pain as a signal of danger. Just, generous, beautiful nature never strikes a foul blow; never attacks us behind our backs; never digs pitfalls or lays ambuscades; never wears a smile upon her face when there is vengeance in her heart. Patiently she teaches us her laws, plainly she writes her warning, tenderly she graduates her force. Long before the fierce, red danger light of pain is flashed, she pleads with us—as though for her own sake, not ours—to be merciful to ourselves and to each other. She makes the overworked brain to wander from the subject of its labors. She turns the over-indulged body against the delights of yesterday. These are her caution signals, "Go slow." She stands in the filthy courts and alleys that we pass daily, and beckons us to enter and realize with our senses what we allow to exist in the midst of culture of which we brag. And what we do we do for ourselves! We ply whip and spur on the jaded brain as though it were a jibing horse—force it back into the road which leads to madness and go on full gallop. We drug the rebellious body with stimulants; we hide the original and think we have escaped the danger, and are very festive before night. We turn aside, as the Pharisee did of old, and pass on the other side with our handkerchief to our nose. At last, having broken nature's laws and disregarded her warnings, forth she comes—drums beating, colors flying—right in front to punish us. Then we go down on our knees and whimper about it, it having pleased God Almighty to send this affliction upon us, and we pray him to work a miracle in order to reverse the natural consequences of our disobedience to save us from the trouble of doing our duty. In other words, we put our fingers to the fire and beg that it may not hurt.—*Temple Bar.*

Leadville's Happy Man.

There is one happy man in Leadville to-day. The first of the week he came into town, ragged, dirty and penniless after a summer's prospecting. He managed some way to get liquor, however, and, not feeling in the best of humor, in a fit of desperation he went on a big drunk. He consequently got arrested and was fined as drunk and disorderly $15 and costs. Having no money to pay the fine, he was sent to the city jail and thence to the chain-gang to work it out on the streets of Leadville. He had served part of his time when he received a call from a party of capitalists from the Clarendon Hotel. A claim in which he owned an interest had struck it rich, and these gentlemen had called to offer him the sum of $20,000 for his share. It is needless to say that the offer was accepted. He signed the papers, already prepared, then and there, received the money, paid his fine, visited the bath house and clothing store, and slept that night at the Clarendon. The next morning, clothed and in his right mind, he ordered a carriage, visited the scene of his late humiliation, paid the fines of his former companions in misery and sent them on their way rejoicing. He is happy, and so are the capitalists, as they think they struck a splendid bargain, but this fact does not yet disturb the serenity of the man who has come up out of the depths and leaped, as it were, in the twinkling of an eye, from the chain-gang and penury to a competency for all time to come. "Truth," in Leadville, is oftentimes "stranger than fiction."—*Correspondence Chicago Times.*

Juvenile Smoking.

There is no valid excuse for juvenile smoking. A man pleads habit, the soothing effects of tobacco, and so on. But a boy smokes because he sees others do so, and because he looks upon smoking as a manly practice. He knows that it does him no good; indeed in the majority of cases, boys know that their first attempts at smoking made them very ill, and the tolerance of the effects of tobacco was obtained only after long practice and many disagreeable sensations. The mental power of many a boy is certainly weakened by tobacco-smoking. The brain under its influence can do less work, and the dreamy feeling which is produced tends directly to idleness. For all reasons it is desirable that our rising generation should be abstainers from tobacco.—*Dublin University Magazine.*

A Christmas Romance in the Rough.

It was Christmas Eve.

Streets—brilliantly lit shop windows—toys—gay crowds—snow on the ground—everybody out—Christmas turkey.

Jane Allalone wandered alone—crowd—sweet, sad face — wistful eyes.

Five years before, James Goodygoody—Christmas Eve—betrothed to Jane—sailed away—India—ship lost—never heard of—foundered on coast of Africa.

Jane—held on to hope—never would marry—pined away—etc.

William Badybady—rich, corrupt, dissipated—mortgage on Jane's mother's house—foreclosure.

Away, villain! Rather poverty, crusts, etc.

Turned out of doors—homeless.

Down by the dark river—Pier No. 8. She was about to take the fatal plunge. In fact Jane Allalone did. But just then the ship, with Captain James Goodygoody, which had not been lost at all, came sailing up to the dock, loaded to the water's edge with china, silk dresses and tea. Captain Goodygoody saw Jane struggling in the river. He fished her out with a boat-hook and hauled her on board.

"My Jane!"

"My James!"

The cook dried her at the galley stove. They were married on Christmas.—*N. Y. Graphic.*

SHORT AND SHARP.

A man in a rural settlement who has been an inveterate smoker for the last twenty years, has suddenly and permanently given up the practice. He knocked the ashes of his pipe into a keg of blasting powder.

A farmer should sow his P's, keep his U's warm, hive his B's, kill off his J's, remember what he C's, teach his wife not to T's, pay the printer what he O's for the paper that makes him Y's, and then he can take his E's.—*Exchange.*

There is a great deal in a name. When Oliver Wendell Holmes wrote, in his fifteenth year, "The raging billows murmured to a calm," his mother told him he was a poet. Now, in his seventieth year, if he should write "The big fat oyster shriveled to a clam," all the literary world would say the same thing.

After family prayer, a few evenings since, a little Quincy boy asked, "Mamma, how can God hear folks pray when he's so far away?" Before the lady could frame a suitable reply, a sunny-faced little miss of five summers vehemently said: "I'll jes' bet he's dot telephones a runnin' to every place!"—*Quincy Modern Argo.*

Remarks a writer: "A gentle hand can lead an elephant by a hair." Now, what foolishness that is to put into the minds of children. Why, bless you, elephants don't have hair, they just have hides, that's all. Perhaps a gentle hand might lead him by the tail, but mind you, we have our doubts even of that.—*Rockland Courier.*

Edwin Booth's engagement in London, which was during September, 1861, was a dismal failure. The man who played "Richmond" on the opening, in the fight, fell back over one of the forward flies. A man from the gallery cried: "Stick him, old man, he well deserves it," and the curtain came down amidst roars of laughter.

"What are you looking for?" asked one of the Widow Bedott's two daughters, who were entertaining two young fellows on the piazza rather late one night last summer, of the old woman, who seemed to be hunting for something around the front yard. "The morning paper," answered the widow. The young men left.—*Hartford Times.*

The teacher of a class in natural history gave out this question: "Which is the meekest of all domestic animals?" A young miss, who had passed the previous summer at Long Branch, promptly responded: "The meekest domestic animal is the mosquito, because if you hit it on the cheek, and don't kill it, it comes back again and gives you a chance to hit it on the other."—*Andrews' Bazar.*

FOUND.

A BUNDLE of Gents' Underwear, which the owner can get by calling at this Office. d34

Wei De Meyer's CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. DEWEY & Co., 46 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

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Fellows' Compound Syrup is composed of Ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, no other preparation is a substitute for this under any circumstances.

Look out for the name and address J. I. FELLOWS, St. John, N. B. on the yellow wrapper in watermark, which is seen by holding the paper before the light.

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Toilet Soaps,
Bath-Sand Tablets,
Scouring Soap,
Superior Writing Fluid,
Boot Blacking, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys, etc., use BARCOOT'S

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LEAVE.

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

ARRIVE.

Daily Express............2:15 p.m.
Mixed............5:40 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. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

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, Gen'l Ticket Agent, Omaha.
S. H. CLARK, Gen'l Supt. d30

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 6th, 1879.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave Salt Lake	7 00	3 40	
*Wood's Cross	7 [illegible]	4 [illegible]	20
Centreville	7 28	4 16	35
Farmington	7 50	4 28	1 00
Kaysville	8 12	4 40	1 25
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 00	
Kaysville	10 21	7 10	1 00
Farmington	10 [illegible]	7 21	1 25
Centerville	11 [illegible]	7 44	1 50
*Wood's Cross	11 12	7 55	1 75
Arrive at Salt Lake	11 30	8 20	2 00

*Passing places.

MIXED TRAINS WILL RUN DAILY, (Sundays Excepted.)

Leaving Salt Lake City at 5.40 a.m., arriving in Ogden at 11.30 a.m. Leaving Salt Lake at 1.05 p.m., arriving in Ogden at 5.30 p.m. Leaving Ogden at 5.00 a.m., arriving in Salt Lake City at 10 a.m. Leaving Ogden at 1.50 p.m., arriving in Salt Lake City at 6.45 p.m.

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JAMES SHARP, General Freight and Ticket Agent.
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