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 Capital 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, Independence, 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 twenty-five cents, or you can order what you like, 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 warrants it, we take pleasure in announcing 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.

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. & Mo. R. 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., R. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

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.

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 Ticket 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	10:20 a.m.
Mixed	5:00 p.m.
Freight	5:30 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 Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Lake, Hayden, all Colorado cities, mining camps and Pacific coast points.

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

At Omaha with the Chicago and Northwestern, Chicago and North Western, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs, Sioux City and Missouri River lines of steamers for all points East and South.

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

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha.

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

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger	No. 3 Passenger	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 33	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger	No. 4 Passenger	Fares.
Trains leave			
Ogden	9 40	3 20	
Kaysville	10 21	4 10	1 00
Farmington	10 53	4 31	1 35
Centreville	11 04	4 44	1 60
*Wood's Cross	11 12	4 53	1 25
Arrive at			
Salt Lake	11 40	5 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 a.m. Leaving Salt Lake at 5.00 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 7 a.m., arriving in Salt Lake City at 10 a.m. Leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.30 p.m.

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JOHN SHARP, Superintendent.

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With the popular vestibule sleeping car.

Reaches Pittsburgh 2.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 9.15 a m; Baltimore 6.30 p m; Washington 9.00 p m next day.

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With Drawing Room and Hotel Car.

Reaches Pittsburgh 12.15 p m; Harrisburg 10.50 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 6.00 a m; New York 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

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DISCUSSION

BETWEEN

Prof. Orson Pratt

AND THE

Rev. Dr. J. P. Newman

On the Subject,

DOES THE BIBLE SANCTION POLYGAMY?

Held in the New Tabernacle, Salt Lake City, August 12th, 13th and 15th, 1870,

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

DR. NEWMAN'S MARGINAL LAW

AND

THREE DISCOURSES

On the same subject, by

President Geo. A. Smith and Elders Orson Pratt and Geo. Q. Cannon.

PAPER 50 Cent

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	A. M. 7 00	A. M. 7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	60
Lovendahls	7 24	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 40	8 45	85
Leave Sandy	7 45	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
Amer can Fork	8 56	11 35	1 85
Pleasant Grove	9 08	11 50	1 45
		P. M	
Pr vo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 33	2 15	3 60
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 30	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	P. M 1 00	A. M 7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 4	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at Sandy	5 40	3 40	4 65
Leave Sandy		4 45	
Junction	5 45	4 55	4 75
L vendahls	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.

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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.

Friday, September 26, 1879.

BY TELEGRAPH.

WESTERN.

GRANT IN OAKLAND.

Another Enthusiastic Reception.

SAN FRANCISCO, 25. — To-day being set apart for the reception of General Grant in Oakland, carriages containing General Grant and party left the Palace Hotel at 10:15 a. m., and drove directly to the wharf, and aboard the steamer *Amador*, of the Creek route. A considerable crowd was in attendance to witness the start, and numbers followed the cavalcade to the wharf. At the wharves a large gathering was present, all eager to see General Grant; but while there was some crowding for precedence, a respectful quiet was maintained. Just as the Grant party boarded, the *Amador* left her dock with every available inch of room filled with people going across the Bay to witness the reception. At 11.07 the *Amador* left the wharf. On board were Mayor Bryant, Hon. H. F. Page, M. D. Boruck, Japanese Consul, Col. Stephenson, Judge Hoffman and other leading citizens, together with the Oakland reception committee, consisting of L. G. Gile, David Howes, J. W. Babcock, J. West Martin, W. W. Crane, C. N. Fox, Captain Little, Dr. L. H. Carey, W. E. Hall, L. L. Alexander, A. C. Henry, J. W. Badger, A. K. P. Harmon, and J. R. Hardenburg. As the boat approached Oakland wharf, a salute of 21 guns was fired under the direction of the citizens' committee. The wharf and vessels lying at the wharf were gaily decorated. A large banner inscribed "welcome!" hung across the entrance to the wharf.

The party were met at the boat by Mayor Andrews and the city officials, and the address of welcome by the mayor was as follows:

General Grant. Your merited ovations have encircled the world, they have been as grand and varied as the nations that have offered them, and yet among them all there has been no more earnest, sincere and cordial welcome than the city of Oakland now extends to to. This is pre-eminently a city of homes and of families, of husbands and wives, of parents and children, of churches and schools. There is no tie more sacred and lasting than that of the family. At the family altar the fires of liberty are first kindled, and there patriotism is born. Love of home, of kindred and of country is the source of the foundation of our welcome to you, the defender of our firesides and our families.

The Mayor then handed him a roll containing the resolutions of greeting adopted by the city authorities.

Gen. Grant replied by a silent bow and without further words was conducted to a carriage in waiting. Carriages with the city council, and citizens composed of the board of education, the board of supervisors and other citizens, various military companies, fire companies, and civic organizations, making up the procession were formed on Broadway, and when all was in readiness the carriage containing Gen. Grant and Mayor Andrews filed through the gates and passed the line of companies in review till it reached the head of the procession, where, preceded by a detachment of police, it set out up Broadway.

From the wharf along the entire line of the procession the streets were crowded with people, the house tops, balconies and windows were jammed with sight-seers, and carriages blocked the way. The decorations along the line of route were of the most elaborate and beautiful character, far exceeding in elegance of design and execution those of San Francisco.

The day has been one of unusual beauty, the sun shining warm and clear, with a gentle breeze just sufficient to temperate the atmosphere. Almost all the business houses are closed and the entire population is in the streets to welcome Grant. There is notably less cheering and noise than at the reception at San Francisco, but everybody shows a great desire to see General Grant, and every face is an earnest of the welcome that the city is giving to its distinguished guest.

When the procession reached Fourteenth and Clay Streets, there were fully 5,000 school children ranged in line along both sides of Fourteenth Street, from Clay to Broadway. Delegations were present from all the private seminaries and public schools. Eight thousand singers from the high schools, were stationed at the intersections of Washington and Fourteenth Streets, opposite the City Hall. School girls were dressed in white, trimmed in gay colors, and each of the 5,000 children held a bouquet of flowers.

When Grant's carriage reached the corner of Clay and Fourteenth Streets, he alighted and taking the arm of C. N. Fox, president of the City Board of Education, and accompanied by State Superintendent Campbell and Mayor Andrews, and followed by veterans of the Mexican war, he walked down the row of school children and up the other amid showers of bouquets and flowers suspended across the avenue. The children bore three banners. The first was inscribed, "Welcome, Grant, the City's Guest," the second contained a quotation from Grant's Des Moines speech: "The free school is a promoter of that intelligence which is to preserve us as a free nation;" on the third was, "We strew these roses beneath the feet of him who saved us from defeat." As the General and party began their review of the children, the High School pupils, accompanied by the Sixth Regimental band, sung "America." When they reached the City Hall they sung "The Star-Spangled Banner," and when he returned to his carriage, "Red, White and Blue." The procession then proceeded through the splendidly decorated streets and throngs of people to a pavilion on Harrison Street, arriving at 1.25 p.m.

The military and civic companies filed in and formed on either side of the building. General Grant and party, the committees and invited guests were seated on the platform, and then the doors were thrown open, and multitudes filed through, passing the General in the review and going out at the rear. The pavilion was splendidly decorated with evergreens, wreaths of flowers, mottoes and flags.

When the crowd had all passed through, the Grant party were again placed in carriages and driven to Tubbs' Hotel, where a fine collation was spread in the large dining hall elaborately decorated. Across the upper end on a raised platform was a table for General Grant and attendants, and down the body of the room were three long tables for the guests. While the feasting was in progress, the First Regiment band played patriotic airs. Over 500 persons joined in the banquets. From the hotel the party drove to Badger's Park, to attend a camp fire of Federal and Confederate soldiers and sailors of Alameda county. The tables were spread in the amphitheatre and covered with tin plates, cups, knives and forks, and supplied with "hard-tack," pork and beans, coffee and tobacco, and when these had been discussed, L. H. Edwards, chairman of the committee in charge, introduced General Grant to the surroundings, and as soon as the prolonged cheers had subsided, Grant addressed his old comrades as follows:

Gentlemen of the two armies and navy: I am very proud of the welcome you have given me to-day. I am particularly happy to see good will and cordiality existing between soldiers of two armies, and I have abiding faith that this good feeling will always exist. Thus united we have nothing to fear from any nation in the world. I am satisfied from travels in foreign lands that no country will wish to meet us as united people. They will be perfectly willing to do us justice without appeal to arms, and, as that is all that Americans want, I am confident our country has a long career of peace and prosperity before her.

Before the party left the amphitheatre, Capt. Burns, an old acquaintance of Gen. Grant's, when the latter was quartermaster at Vancouver, 26 years ago, came upon the stand. He was at once recognized by Grant, who inquired for other old friends stationed there at the time. Soon after his speech the General left the park and took the cars at Brooklyn station to return to the city. While waiting a few minutes for the train an immense crowd gathered around, anxious to get a last glimpse at the city's guests, and a number of ladies made their way through all obstructions to take his hand. A little girl who could not succeed in reaching him, on account of the pressure, was lifted above the heads of the people and passed along to the General, who took her in his arms and kissed her, amid the prolonged cheers of the surrounding thousands. A large number of citizens accompanied the party to the wharf, taking leave of the general as he embarked on the ferry to return to the city.

On his return from Oakland this evening General Grant attended a banquet tendered by a number of representatives of the press to John Russel Young. A number of distinguished gentlemen were present, including Governor Irwin, Mayor Bryant, Generals McDowell and Miller, Senators Jones and Sharon, Congressmen Page, and Davis, of California, Templeton, of Illinois, Hazelton, of Michigan, and others. In reply to a toast General Grant responded briefly, expressing his gratification at the welcome awarded him in California, concluding: "The good of my countrymen is dearer to me than the praise of all the world besides." The General remained but a few minutes and left for the carnival ball at the Pavilion.

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 mucous 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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DECISION

OF THE

SUPREME COURT

OF THE

UNITED STATES.

IN THE CASE OF

GEORGE REYNOLDS

vs.

THE UNITED STATES.

BY GEORGE Q. CANNON.

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REGISTRATION:—Letters may be registered on payment of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for safe carriage or compensation in case of loss.

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On orders not exceeding $20.....10 cents.
Over $20 and not exceeding $30, 15 "
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, via North German or Union, direct	*5 cts.	2 cts
Italy, direct closed mail via England,	5 cts.	2 cts
Japan, American packet, via San Francisco	10 cts	2 cts
Mexico	10 cts	2 cts
New Zealand, via Southampton	12 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.

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Over $30 and not exceeding $40, $1.00 "
Over $40 and not exceeding $50, 1.25 "

GERMANY.

Fees same as Great Britain.

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Argentine Republic and Uruguay, via American packet from New York,	23 cts.	10 cts.
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Spain, via New Orleans,	5 cts.	2 cts
Sweden, via North German Union direct	*5 cts.	2 cts.
Sweden, closed mail via England,	*5 cts.	2 cts.
Switzerland, direct closed mail via England,	*5 cts.	2 cts.
Switzerland, by North German Union direct,	*5 cts.	2 cts
West Indies, (British and Danish,) American packet from New York,	5 cts.	2 cts.
(British), British mail via St. Thomas,	12 cts.	4 cts
(not British),	5 cts.	2 cts

The standard single rate to Great Britain is half an ounce avoirdupois; to France and the Continent (by French mails) it is 15 grammes, or one-quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

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Alta, daily.....5 50 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays.....5 00 p m
Park City, daily except Sunday.....5 00 p m
Summit and Wasatch counties, Tuesdays and Thursdays.....8 40 p m
Rich county, Tuesday, Thursday and Saturday.....8 40 p m
Morgan county, daily.....8 40 p m
North—Davis county, daily.....11 40 a m
Weber county, daily.....8 40 p m
Ogden, semi-daily 11 40 a m & 8 40 p m
Parley's Park, Big Cottonwood and Wanship, Mondays.....7 00 a m
ties, daily.....8 40 p m
Corinne and Kelton, daily..11 40 a m
Idaho and Montana, daily...8 40 p m
Boise City and Idaho City, daily.....11 40 a m
West — Nevada, California, Oregon, etc.....11 40 a m
Ophir, Tooele, Stockton, Jacob City, &c.....2 30 p m
Bingham Canyon, daily.....6 30 p m
South—From Beaver an intermediate points, daily.....5 50 p m
Pioche, Star and San Francisco districts, daily.....5 50 p m
St. George and points south of Beaver, alternate days 5 50 p
Sanpete and Sevier counties, daily, except Monday....5 50 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays.....5 50 p m

DEPARTURES.

East—Through mail, daily.....6 30 a m
Alta, daily.....6 30 a m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays.....7 00 a m
Park City, daily, except Sunday.....7 00 a m
Summit and Wasatch counties Mondays and Fridays 6 30 a m
Rich county, Mondays Wednesdays and Fridays.....6 30 a m
Morgan county, daily.....6 30 a m
North—Davis county, daily.....6 30 a m
Weber county, daily.....6 30 a m
Ogden, semi-daily 3 30 p m & 6 30 a m
Cache and Box Elder counties, daily.....6 30 a m
Corinne and Kelton, daily...6 30 p m
Idaho and Montana, daily...6 30 a m
Boise City and Idaho City, daily.....3 30 p m
West—Nevada, California, Oregon, &c., daily.....3 30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily.....6 30 a m
Bingham Canyon, daily.....6 30 a m
South—For Beaver and intermediate points, daily.....6 30 a m
For Pioche, Star and San Francisco districts, daily 6 30 a m
For St. George and points south of Beaver on alternate days.....6 30 a m
For Sanpete and Sevier counties, daily, except Saturdays.....6 30 a m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays 6 30 am

OFFICE HOURS.

General Delivery open from 8 a.m. to Sunday, 12:30 to 1:30 p.m.
Money Order and Register department open 9 a.m. to 5 p.m.
Outside door open from 5 a.m. to 10 p m

J. T. LYNCH, Postmaster.

LOST.

SEPTEMBER 15th, somewhere between Tooele and Jordan, Bridle's Ranch containing a Set Harness, a Brass Bell and other articles. Any one finding the same and forwarding them to me or delivering them at the Co-op. Store in Tooele shall be liberally rewarded.

S. G. WARREN, Uintah, Weber County, Utah.

NAMES OF PRESIDENTS AND BISHOPS OF THE Organized Stakes of Zion.

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JAMES H. HART, GEO. OSBORN, } Counselors

Bear Lake County, Idaho.

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Joseph W Moore, Bloomington
Chas R Robison, Montpelier
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Jens Nielson, Ovid
Edwin F Austin, Liberty
Henry J Horne, 1st ward, Paris
Robert Price, 2d "
Wm Hulme, Bloomington
John A Hunt, St Charles
Robert Pope, Fish Haven
D F Lau, acting, Soda Springs
John Kunts, acting, Berne

Rich County, Utah.

Joseph Kimball, Meadowville
Ira Nebeker, Lake Town
Randolph H Stewart, Randolph
W M Lee, Woodruff

BEAVER STAKE.

JOHN R. MURDOCK, ... President

JOHN ASHWORTH, M. L. SHEPHERD, } Counselors

Beaver County.

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John X Smith, 2nd "
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BOX ELDER STAKE.

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L. A. BOX, ISAAC SMITH, } Counselors

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John D Burt, 3rd "
John Walsh, 4th "
Orin A Perry, Three Mile Creek
Geo W Ward, Willard City
Peter C Jensen, Mantua
Thomas Harper, North
Abraham Hunsaker, Honeyville
John C Dewey, Deweyville
Oliver G Hoskins, Portage
Wm Reeve, Bear River City
Arnold Goodliffe, Curlew
Samuel H Kimball, Grouse Creek

Oneida County, Idaho.

Geo Dunford, Malad City

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Henry Ballard, 2nd ward, Logan City
Robert Daynes, 3d ward, Logan City
Thomas X Smith, 4th ward, Logan City
William Hyde, 5th ward, Logan City
Robert Daynes, Hyde Park
Samuel Roskelley, Smithfield
Wm. L. Maughan, Richmond
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John Hardins, Clarkston
Wm. J Parker, Newton
Alma Harris, Benson
Henry Hughes, Mendon
William H Maughan, Wellsville
Orson Smith, Paradise
O. M. Nelsquist, Hyrum
George D Pitkin, Milville
Milton H Hammond, Providence
Harvey Dixon, Clifton

Oneida County, Idaho.

William F Fisher, Oxford
Alexander A Allen, Weston
Lafayette L Hatch, Franklin
Hansen Rasmussen, Mink Creek
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DAVIS STAKE.

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Wm S Muir, Jun, West Bountiful
Chester Call, East Bountiful
Nathan Chaney, Centreville
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Peter Barton, Kaysville
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JUAB STAKE.

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Charles Sperry, 2d ward, Nephi
Nels Anderson, Levan
John M Kear, Mona

KANAB STAKE.

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Kane County.

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Henry B M Jolley, Mt Carmel
Thomas Chamberlain, Orderville
Royal J Cutler, Glendale
Bertus B Johnson, Johnson
Thomas W Smith, Pahreah
Richard Robinson, P. P., Upper K