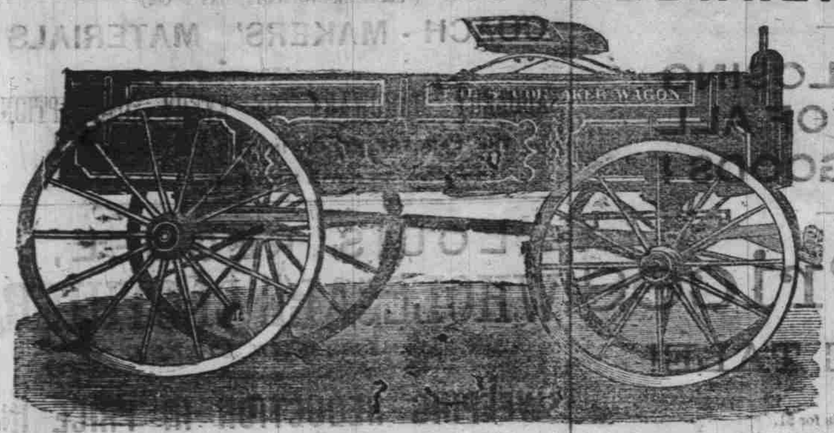
# TRY THE CELEBRATED STUDEBAKER





## UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

| GOING SOUTH. No. 7. FREIGHT. | No. 5. FREIGHT. | No. 3. PASSENGER | No. 1. PASSENGER | Distance. MILES. | Fare | STATIONS. | Fare | Distance. MILES. | No. 2. PASSENGER | No. 4. PASSENGER | No. 6. FREIGHT | No. 8. FREIGHT. GOING NORTH. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lv 3.20 pm | Lv 5.40 am | Lv 6.15 pm | Lv 10.10 am | | | Ogden | 15.00 | 247 | Ar 5.20 pm | Ar 8.40 am | Ar 11.10 am | Ar 8.15 pm |
| " 4.00 " | " 7.20 " | " 6.39 " | " 10.34 " | 8 | .45 | Summit | 14.60 | 272 | Lv 4.58 " | Lv 8.18 " | Lv 10.34 " | Lv 7.40 " |
| " 4.35 " | " 7.55 " | " 7.00 " | " 10.55 " | 16 | .85 | Kaysville | 14.20 | 261 | " 4.35 " | " 7.55 " | " 9.54 " | " 7.16 " |
| " 5.05 " | " 8.25 " | " 7.14 " | " 11.09 " | 21 | 1.20 | Farmington | 13.48 | 251 | " 4.21 " | " 7.41 " | " 2.29 " | " 6.25 " |
| " 5.30 " | " 8.45 " | " 7.28 " | " 11.20 " | 28 | 1.40 | Centerville | 13.27 | 251 | " 4.10 " | " 7.30 " | " 5.07 " | " 6.40 " |
| " 5.45 " | " 8.57 " | " 7.31 " | " 11.26 " | 33 | 1.50 | Wood's Cross | 13.55 | 252 | " 4.04 " | " 7.24 " | " 6.57 " | " 6.46 " |
| Ar 6.50 " | Ar 9.40 " | Ar 7.55 " | Ar 11.50 " | 37 | 2.00 | Salt Lake | 13.70 | 243 | " 3.40 " | " 7.00 " | " 8.10 " | " 5.10 " |
| | | FREIGHT. | | | | | | | | | | FREIGHT. |
| | | Lv 2.00 am | Lv 2.00 pm | 37 | | Salt Lake | | 244 | Ar 10.00 am | Ar 5.25 pm | | Ar 3.00 pm |
| | | " 7.30 " | " 2.23 " | 43 | 2.20 | Morgan | 12.70 | 228 | Lv 9.37 " | Lv 4.55 " | | Lv 2.30 " |
| | | " 7.50 " | " 2.28 " | 44 | 2.30 | Gormania | 12.65 | 227 | " 9.36 " | " 4.55 " | | " 2.30 " |
| | | " 8.07 " | " 2.34 " | 46 | 2.45 | Lowendahl's | 12.55 | 224 | " 9.37 " | " 4.75 " | | " 2.30 " |
| | | " 8.15 " | " 2.43 " | 49 | 2.55 | Junction | 12.35 | 221 | " 9.19 " | " 4.00 " | | " 2.30 " |
| | | Ar 8.30 " | | | | | | | | Ar 3.50 " | | |
| | | Lv 9.15 " | " 2.48 " | 50 | 2.70 | Sandy | 12.30 | 220 | " 9.15 " | Ar 3.25 " | | |
| | | " 9.35 " | " 3.00 " | 54 | 2.90 | Draper | 12.10 | 216 | " 9.00 " | Lv 3.00 " | | |
| | | " 11.00 " | " 3.40 " | 68 | 3.65 | Lehi | 11.85 | 212 | " 8.19 " | " 1.40 " | | |
| | | " 11.15 " | " 3.50 " | 71 | 3.80 | American Fork | 11.30 | 202 | " 8.07 " | " 1.25 " | | |
| | | " 11.30 " | " 4.00 " | 74 | 3.95 | Pleasant Grove | 11.05 | 198 | " 7.55 " | " 1.10 " | | |
| | | Ar 12.20 pm | | | | | | | Lv 7.38 " | Lv 12.20 pm | | |
| | | Lv 12.40 pm | " 4.30 " | 85 | 4.50 | Provo | 10.50 | 195 | Ar 7.05 " | Ar 11.45 am | | |
| | | " 2.03 " | " 4.44 " | 99 | 4.80 | Springville | 10.20 | 190 | Lv 6.51 " | Lv 11.23 " | | |
| | | " 2.25 " | " 4.55 " | 105 | 5.10 | Spanish Fork | 9.98 | 185 | " 6.38 " | " 11.00 " | | |
| | | " 2.00 " | " 5.20 " | 103 | 5.50 | Payson | 9.80 | 17 | " 6.16 " | " 10.28 " | | |
| | | Ar 2.30 " | | | | | | | | " 10.00 " | | |
| | | Lv 2.40 " | " 6.35 " | 108 | 6.55 | Santaquin | 9.55 | 177 | " 6.03 " | Ar 9.40 " | | |
| | | " 3.45 " | " 6.07 " | 120 | 6.40 | Mona | 6.80 | 160 | " 6.30 " | Lv 8.45 " | | |
| | | " 4.23 " | " 6.29 " | 128 | 6.85 | Nephi | 8.75 | 152 | " 5.68 " | " 8.07 " | | |
| | | Ar 5.30 " | Ar 7.05 " | 141 | 7.60 | Juab | 7.40 | 134 | " 5.30 " | " 7.00 " | | |
| | | | MIXED. | | | | | | MIXED. | | | |
| | | | Lv 7.35 pm | 142 | | Juab | | 133 | Ar 8.10 am | | | |
| | | | " 8.15 " | 151 | 8.05 | Mills | 6.95 | 123 | Lv 8.15 " | | | |
| | | | " 9.40 " | 167 | 8.90 | Lumington | 6.30 | 113 | " 1.10 " | | | |
| | | | " 11.05 " | 185 | 9.95 | Riverside | 5.10 | 95 | " 12.25 " | | | |
| | | | " 11.45 " | 191 | 10.35 | Deseret | 4.45 | 86 | " 12.45 pm | | | |
| | | | " 1.15 am | 213 | 11.35 | Nogle | 3.60 | 67 | " 2.15 " | | | |
| | | | " 3.35 " | 241 | 12.85 | Black Rock | 1.20 | 39 | " 7.55 " | | | |
| | | | Ar 5.30 " | | | | | | " 10.15 " | | | |
| | | | Lv 6.30 " | 263 | 14.00 | Milford | 1.00 | 17 | Ar 5.15 " | | | |
| | | | Ar 8.30 " | 280 | 15.00 | Frisco | | | Lv 4.00 " | | | |

No. 3 Train, Freight, leaving Salt Lake City at 8 a. m., will connect with the R. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Fillmore and Millard County; at Frisco, Milford with stage for Southern Utah.

No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

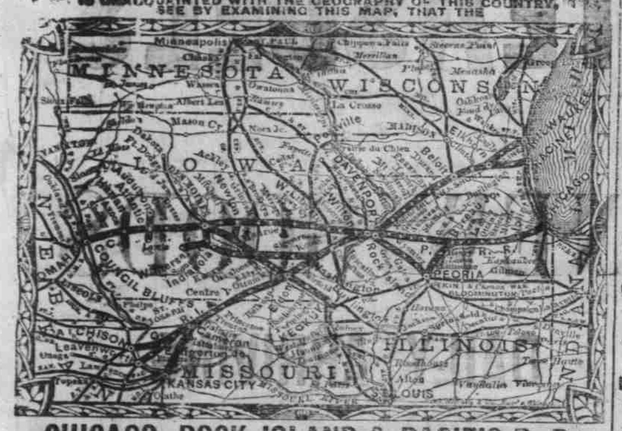
No. 2 Train, leaving Salt Lake City at 5.40 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS COPE, Gen'l Fr't and Pass. Ag't. 1604 JAMES SHARP, Ass't Gen'l Sup't. JOHN SHART, Gen'l Superintendent.


# MAN

IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, IF NOT SEE BY EXAMINING THIS MAP, THAT THE




## CHICAGO, ROCK ISLAND & PACIFIC R. R.

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

its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Victoria, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca, with branches from Bureau Junction to Peoria, Wyanet to Kewanee, Washington, Fairfield, Ilion, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Atlantic to Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Pella, Oskaloosa, Pella, Monroe, and Des Moines; Ackworth to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KEOKUK, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped, its road bed is simply perfect, and its track is laid with steel rails.

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 Cars that accompany all Through Express Trains, on which a first-class meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warrants it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace

COUNCIL BLUFFS AND CHICAGO

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, General Superintendent. E. ST. JOHN, Gen'l Tkt. and Pass'r Agt. Chicago, Ill.

## ASTHMA

Quickly and Permanently

CURED

Dr. Stinson's Asthma Remedy is unequaled as a positive Antidote for Asthma and Dyspepsia, and all their attendant evils. It does not merely afford temporary relief, but is a permanent cure. Mrs. R. F. Lee, of Belmore, O., says of it: "I regard it the first medicine in all my years that has loosened my cough and made expectoration easy. I would say all night without sleep, and if Dr. Stinson's does not keep it, send for testimonials and treatise."

H. P. S. PECK & CO. 833 Broadway, New York.

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## CHAMBERS' Dictionary of Universal Knowledge.

IN THEIR Complete Cyclopædia of Every Day Wants.

This is the Most Useful and Compact LITERARY ACHIEVEMENT OF THE AGE. It has no competitors. We want competent Solicitors. No Peddlers need apply. CIRCULARS, giving FULL description, sent on application.

J. H. CHAMBERS, St. Louis, Mo. Chicago, Ill. Atlanta, Ga. 6281 1m

## U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.

| | |
|---|---|
| Daily | 10.30 a.m. |
| Mixed | 5.00 p.m. |
| Freight | 8.30 a.m. |

ARRIVE.

| | |
|---|---|
| Daily Express | 3.15 p.m. |
| Mixed | 6.40 p.m. |
| Freight | 5.35 p.m. |

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, or 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, Black Hawk, and all other mining towns 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 Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroad, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCormick & 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, General Ticket Agent, Omaha. C. H. CLARK, Gen'l Superintendent.

## NEW RAILWAY

—THE— Chicago & North-Western RAILWAY

is the Oldest! Best Constructed! Best Equipped! and hence the

## LEADING RAILWAY

OF THE

WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS AND CHICAGO, MILWAUKEE

And all points East, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same Joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Milwaukee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road.

It is the Only Road between COUNCIL BLUFFS and CHICAGO

Upon which is run the celebrated

PULLMAN HOTEL DINING CARS.

Passengers for this Route should purchase their tickets to Council Bluffs, Omaha, Chicago or any point East or South, via this line. Insist upon your tickets reading over the Chicago & North-Western Railway.

If you wish the best accommodations, Agents will sell you their tickets by this route, and WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2nd V.P. and Gen'l Manager, Chicago.

FOR SALE.

UNIVERSITY LETTER PAPER AT DESERET NEWS OFFICE.

## EVENING NEWS.

Wednesday, . . Oct. 26, 1881.

### CITY COUNCIL.

Proceedings at the City Council, Tuesday evening, October 25th, 1881, Mayor Little, presiding:

A petition was submitted from the Denver and Rio Grande Western Railway Company, signed by Geo. A. Lowe, Vice President, and M. T. Burgess, Chief Engineer, representing that said company desired to construct a line of railroad into Salt Lake City, from the Southern boundary thereof Northward through certain blocks and streets to blocks 35, 36, 37 and 38, plot C, Salt Lake City Survey, which are designed by said company for the principal depot grounds in the city; and therefore asked license from the Council to build the road as aforesaid, and to cross each of the streets of the city from Ninth South to Third South streets inclusive, and any other or further streets within the city limits, on the proposed railroad line, lying south of Tenth South street, and to extend such side tracks as will be necessary for depot purposes, etc., etc. Referred to the committee on streets and alleys.

A petition was read, signed Wm. Jennings and 32 others, residents and property owners upon and adjacent to Second North Street, asking the Council to make certain repairs upon said street from Fifth West Street westward, in consequence of its being quite impassable during the winter months. The same petitioners also asked that certain stagnant pools of water be drained off said street, representing that in summer the effluvia arising therefrom was very injurious to the health of the people in the vicinity. A motion was made to refer this petition to the committee on streets and alleys, but after explanation from Alderman Raleigh, chairman of said committee, who stated that he had recently examined the locality and believed the repairs asked for unnecessary and imperative, an amendment was made and afterwards prevailed to refer the matter to the supervisor of streets, with instructions to cause the work asked for to be performed in the order of business.

A petition was read signed by Marler Bros. and forty-three other land owners and tenants of property on Commercial Street, calling the attention of the Council to the fact that about a year ago a petition was presented signed by over 100 real estate owners and residents of said street, and those immediately adjacent thereto, all of whom were more or less interested, asking that the sidewalks upon said Commercial Street be improved by laying asphaltum pavements thereon the entire length of said street. The latter petitioners again called attention to the deplorable condition of said sidewalks in the Spring and Fall of the year and after a rainfall, and renewed their request for the improvement thereof. Referred to the committee on streets and alleys.

A petition from B. T. Burton and fourteen others was read, setting forth that a portion of the sidewalk on the south side of First South, between First and Second West Streets was in a bad condition, being lower than the ditch, and at each overflow encumbered with boulders, etc., and asked for suitable repairs. Referred to the committee on streets and alleys.

Jacob H. Gridley, of Union precinct, Salt Lake County, petitioned to be allowed to take sufficient water from the Jordan and Salt Lake City Canal to irrigate six acres of his land which was formerly springy, but recently made dry by reason of the construction of said canal. Referred to the committee on canal construction.

Jens Olsen petitioned for the right to use a portion of the street and sidewalk on Commercial Street for piling material upon during the erection of a building. Granted under the usual restrictions.

A communication from Richard V. Heber, of Oneida, Idaho Territory, offering his services as assistant city engineer, was referred to the Mayor to answer unfavorably.

Francis Armstrong petitioned for the privilege of using water from the mains to run a motor for turning machinery connected with his grist mill on North Temple Street. Referred to the committee on water works.

Mulloy and Paul, by petition, asked the use of a portion of the street on Second South, between East and West Temple, whereon to place building material during the erection of a new building, to be commenced forthwith. Granted under the usual restrictions (allowing the petitioners the use of ten feet of the inner side of the sidewalk and 20 feet of the south side of the street.

Alderman Sheets petitioned verbally in behalf of the people owning farming lands adjacent to and west of Liberty Park, asking that the Council cause the mill race conveying the waters of Emigration Creek to the old mill to be cleaned out before the cold weather sets in, and allow the farmers below it to water their lands as usual. Referred to the committee on irrigation.

An appropriation of $3,000 was made to street improvement account, to be drawn upon the orders of the Street Supervisor.

Adjourned for one week.

### JUAB STAKE QUARTERLY CONFERENCE.

Friday, October 21, 1881, 10 o'clock a. m.

The Primary Associations met in Conference at Nephi. After devotional exercises the Stake Superintendent, Sister Hannah Grover addressed the Conference. Sister Addie Schofield, secretary, read the minutes of last Conference and the quarterly reports from the various Wards, after which dialogues, recitations and songs were given by the children, all showing a marked improvement.

Afternoon, 2 p. m.

The Relief Societies held their Conference in their own Hall. The Presidency of the Stake and several of the leading brethren were present at this, as well as at the Primary Conference. The Conference was held in the Relief Hall at this time, for the purpose of dedicating it to the Lord. The Hall has been extended, and a grainery also added to it.

The reports from the various Wards were read, showing the societies to be in a flourishing condition.

The dedicatory prayer was offered by President Geo. Teasdale, and interesting and encouraging remarks were made by several of the brethren and sisters.

At seven p. m. a general Priesthood meeting was held in the Tabernacle vestry. The Presidents of the various quorums made their reports, all being satisfactory, the Lord's feeling well and generally alive to their duties.

Saturday, October 22, 10 a.m.

General Conference assembled in the Nephi Tabernacle. The Bishops made their reports and instructed the Saints in their duties.

2 p. m.

The Conference was addressed by Elder Charles N. Bryan, Joseph Better, Wm. H. Warner, J. T. Jackson, Thomas Crawley and Wm. Grant, on the following subjects: The remarkable manner in which the Saints have been blessed the past season; education, the training of children, and the testimonies of the truth.

7 p.m.

The Young Men's and Young Ladies M. I. Associations held conjoint conference in the Nephi Tabernacle. Services consisted of representations by the Stake and Ward presidents of the various associations, the reading of the young ladies' Journal, and encouraging remarks.

Sunday, Oct. 23, 10 a.m.

Conference of the Sunday Schools was held in the Nephi Tabernacle. The room was well filled with teachers and scholars. Very favorable reports were made by the superintendents, showing that a lively interest is manifest through the Stake in the matter of Sunday Schools.

2 p.m.

General Conference again assembled.

At this meeting sacrament was administered.

The General Authorities of the Church were presented and unanimously sustained as presented and sustained at the late Conference at Salt Lake City. The Authorities of this Stake were also presented and unanimously sustained. At this, and also at the 7 o'clock p.m. meeting, very interesting discourses were delivered by several of the brethren, the whole being terminated by one of President Teasdale's wide awake sermons, which was a clincher to all the good resolves made during the Conference.

Adjourned until January 21st, 1882, at 10 a.m.

WM. A. C. BRYAN, Clerk.


TARRANT'S SELTZER APERIENT

Tarrant's Seltzer Aperient

May properly be called the "Hercules" of medicines, for it cleanses Nature's ingenuities, and allows the recuperative powers of the system to do the work of restoration to health. No medicine cures. Nature alone cures. This A perient opens the proper avenues, the functions are permitted to resume their work, and the patient gets well.

SOLD BY ALL DRUGGISTS.

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## WATSON BROS., STONECUTTERS & BUILDERS,

TOMBSTONES, MONUMENTS, MARBLE MANTELS, IRON MANTELS, GRATES, & HEARTH STONES.

South side of SUTH'S Temple Street, a little East of Eagle Gate.

## PRESERVER OF FRESH FLOWERS.

O. P. DUF, FLORIST, 2 BLOCKS NORTH of Valley House, preserves perfect, all kinds of Natural Flowers, loose or made up in Wreaths, Crosses, Hearts, Bouquets, etc., etc. A large variety of Preserved Sample Flowers on hand, of our own work. Please give us a call and look for yourselves. All Floral Decorations made to order, such as Wreaths, Hand, Table and Buttonhole Bouquets; also, Crosses, Anchors, etc. Hose, Wedding and Basket Plants, in great variety, low prices. Open all day and give a trial.

HENRY F. GRAFTON, HENRY E. PAINE, HENRY B. LADD

Late Commissioner of Patents.

## PATENTS.

PAINE, GRAFTON & LADD,

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Offices: Bond Building, WASHINGTON, D. C.

Practice patent law in all its branches in the Patent Office, and in the Supreme and Circuit Courts of the United States. Pamphlet sent free on receipt of stamp for postage.


## ADMINISTRATOR'S SALE.

NOTICE IS HEREBY GIVEN THAT in pursuance of an order of the Probate Court of the City and County of Salt Lake, in the Territory of Utah, made on the 14th day of October, A. D. 1881, in the matter of the estate of Obed M. Taylor, deceased, the undersigned administrator of the estate of said deceased, will sell at private sale, to the highest bidder for cash, on Monday the 31st day of October, A. D. 1881, at 12 o'clock m., at the office of said deceased, on the third floor of the Deseret National Bank building, in said city and county the following perishable property, viz:

Plans, specifications, drawing paper, drawing instruments, office furniture, drawing boards and other similar property usually had and used by an architect.

Dated Salt Lake City this 19th day of October, A.D. 1881.

JAMES WATSON, Administrator of the estate of Obed Taylor, deceased. 6104

## NOTICE.

*In the Probate Court in and for Salt Lake County, Territory of Utah.*

EMMA CURRAN, Plaintiff, against WILLIAM J. CURRAN, Defendant.

*The People of the Territory of Utah, To William J. Curran, Defendant, Greeting:*

YOU ARE HEREBY SUMMONED TO appear in an action brought against you by the above named Emma Curran, Plaintiff, in the Probate Court of and for the County of Salt Lake and Territory of Utah, and answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this Summons—if served within this County, and if not within this County, but within the Third Judicial District of the Territory of Utah, within twenty days; otherwise within forty days.

This action is brought to obtain a decree from this Court, dissolving the marriage contract existing between said Plaintiff and you, and if you fail to appear or answer as the law provides, said Plaintiff will apply to this Court for the relief prayed for in her said complaint, and a decree of divorce, etc.

In witness whereof, I have hereunto set my hand and seal of said Court, in Salt Lake City, this 25th day of September, A. D. 1881.

D. ROCKHOOD, Clerk of the Probate Court, Salt Lake County.

E. L. TAYLOR, C. E. SOMERBY, G. H. TAYLOR, J. ARMSTRONG.


## WILLIAMS' LIGHTNING CURE!

Universally Acknowledged to be the Best Family Medicine of the Age!

THOUSANDS TESTIFY TO ITS WONDERFUL CURATIVE POWERS!

Always ask for WILLIAMS' LIGHTNING CURE and take no other. Every Bottle warranted to give satisfaction.

50cts. and $1,00 per Bottle.

FOR SALE BY Z. C. M. I. Wholesale Agents. McNutt & Co., Ogden, Utah.

PREPARED BY W. H. WILLIAMS, Corner of First and East Sts., Ogden. SOLD BY ALL DEALERS.

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## GARRY'S Patent Iron Roofing!

FOR BUILDINGS OF ALL DESCRIPTIONS.

Cheapest and most practical Roofing Manufactured.

The only Iron Roofing that is the Fireproof Roofing.

Suitable for all classes and styles of roofs. Construction and expansion provided for. Anchored Seams and Capped Joints. No nails or screws put through the Iron.

*Address, Elias Morris,* SALT LAKE CITY.

## THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA R R LINE

CONTINUOUS ALL-RAIL ROUTE! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

—FROM— CHICAGO —TO— Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE TO BOSTON Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS On all EXPRESS TRAINS.

MAGNIFICENT CARS Equipped with the celebrated Westinghouse Air Brakes and Sharpe's New Patent Safety Platform and Coupler.

Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

## 3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular Pullman Hotel Sleeping Car.

Reaches Pittsburg 2.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 8.45 a.m.; Baltimore 6.30 p.m.; Washington 8.00 p.m. next day.

5.15 Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p.m.; Harrisburg 10.35 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. and due arrival Philadelphia. Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 2.45 a.m.; Washington 4.05 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 line.

FARE ALWAYS AS LOW AS ANY OTHER LINE

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

F. R. MYERS, General Passenger and Ticket Agent, CHICAGO.

## S. O. I. C. 2

Universally acknowledged to be the Best Family Medicine of the Age!

THOUSANDS TESTIFY TO ITS WONDERFUL CURATIVE POWERS!

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## GARRY'S Patent Iron Roofing!

FOR BUILDINGS OF ALL DESCRIPTIONS.

Cheapest and most practical Roofing Manufactured.

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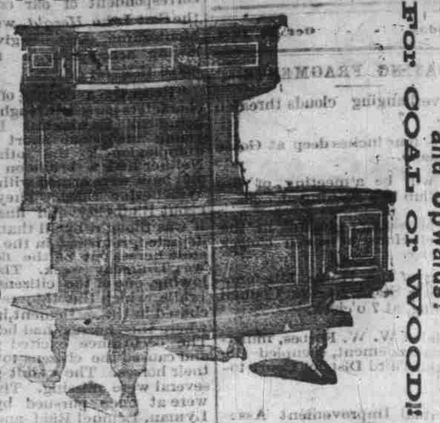

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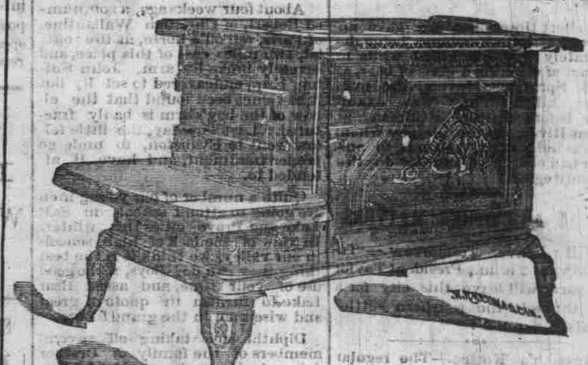

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