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.
Lv 3.20 pm	Lv 8.45 am	Lv 5.15 pm	Lv 10.10 am			....Ogden....	15.00	280	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 3.15 pm
" 4.00 "	" 7.20 "	" 6.35 "	" 10.54 "		.45	....Summit....	14.60	272	Lv 4.48 "	Lv 8.18 "	Lv 10.34 "	Lv 2.40 "
" 4.15 "	" 7.03 "	" 7.00 "	" 10.65 "		.75	....Kaysville....	14.20	264	" 4.35 "	" 7.55 "	" 9.54 "	" 2.00 "
" 5.05 "	" 6.25 "	" 7.54 "	" 11.09 "		1.20	....Farmington....	13.85	253	" 4.21 "	" 7.41 "	" 9.29 "	" 1.20 "
" 5.30 "	" 6.45 "	" 7.29 "	" 11.30 "		1.40	....Centerville....	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 1.00 "
" 5.45 "	" 6.57 "	" 7.41 "	" 11.38 "		1.60	....Woods Cross....	13.55	252	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
Ar 6.30 "	Ar 9.40 "	Ar 7.55 "	Ar 11.50 "		2.00	....Salt Lake....	13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
		FREIGHT.								FREIGHT.		
No. 1 Train, Freight, leaving Salt Lake City at 7 a. m. 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 Valleys at Juab for Filmore and Millard County; also at Milford with stage for Southern Utah.		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.00 am	Ar 5.25 pm		
		" 7.30 "	" 2.23 "	43	2.30	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.32 "	44	2.35	....Germania....	12.65	236	" 9.32 "	" 4.25 "		
		" 8.00 "	" 2.54 "	46	2.45	....Lovendahl's....	12.55	234	" 9.27 "	" 4.15 "		
		" 8.15 "	" 3.43 "	49	3.05	....Junction....	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.20 "								Ar 3.50 "		
		Lv 9.15 "	" 3.48 "	50	3.10	....Sandy....	12.30	230	" 9.15 "	Ar 3.35 "		
		" 9.35 "	" 4.00 "	54	3.20	....Draper....	12.10	226	" 9.00 "	Lv 3.00 "		
		" 11.00 "	" 5.40 "	68	3.65	....Lehi....	11.35	212	" 8.19 "	" 1.40 "		
		" 11.15 "	" 5.57 "	71	3.80	....American Fork....	11.20	209	" 8.07 "	" 1.25 "		
		" 11.30 "	" 6.04 "	74	3.95	....Pleasant Grove....	11.05	206	" 7.55 "	" 1.10 "		
		Ar 12.20 pm							Lv 7.20 "	Lv 12.20 "		
		Lv 12.40 pm	" 6.30 "	85	4.50	....Provo....	10.50	195	Ar 7.05 "	Ar 11.45 am		
		" 1.03 "	" 6.44 "	90	4.80	....Springville....	10.20	190	Lv 6.51 "	Lv 11.22 "		
		" 1.35 "	" 6.58 "	95	5.10	....Spanish Fork....	9.90	185	" 6.38 "	" 11.00 "		
		" 2.00 "	" 8.20 "	103	5.50	....Payson....	9.50	177	" 6.16 "	" 10.25 "		
		Ar 2.50 "								" 10.00 "		
		Lv 2.50 "	" 8.35 "	103	5.75	....Santaquin....	9.25	172	6.03 "	Ar 9.40 "		
		" 3.45 "	" 6.07 "	120	6.40	....Mona....	8.60	160	" 5.30 "	Lv 8.45 "		
		" 4.23 "	" 6.29 "	128	6.85	....Nephi....	8.15	152	" 5.08 "	" 6.07 "		
		Ar 5.30 "	Ar 7.05 "	142	7.60	....Juab....	7.40	138	" 4.30 "	" 7.00 "		
			MIXED.							MIXED		
			Lv 7.35 pm	142		....Juab....		138	Ar 4.00 am			
			" 8.15 "	151	8.05	....Mills....	6.95	129	Lv 3.15 "			
			" 9.40 "	167	8.90	....Lemmington....	6.10	113	" 1.50 "			
			" 11.05 "	185	9.90	....Riverside....	5.10	95	" 12.25 "			
			" 11.45 "	191	10.35	....Deseret....	4.65	86	" 11.45 pm			
			" 1.15 am	213	11.35	....Neels....	3.65	67	" 10.15 "			
			" 3.35 "	241	12.85	....Black Rock....	2.20	39	" 7.55 "			
			Ar 5.20 "	263	14.00	....Milford....	1.00	17	" 6.10 "			
			Lv 6.30 "						Ar 5.15 "			
			Ar 8.30 "	280	15.00	....Frisco....			Lv 4.00 "			

No. 1 Train, Freight, leaving Salt Lake City at 7 a. m. 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.

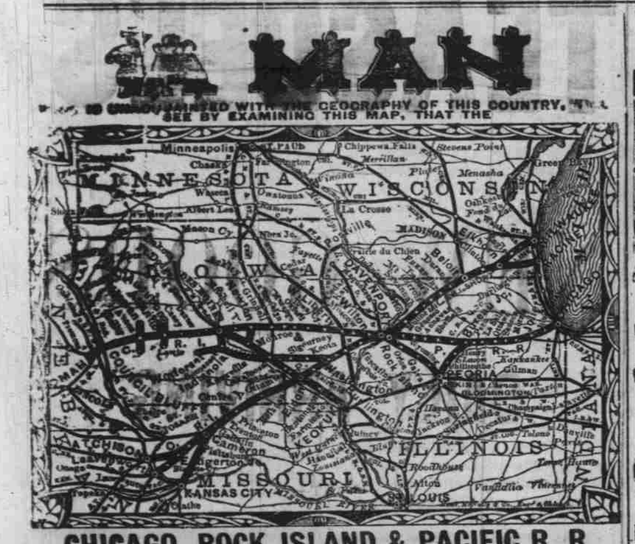
No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valleys at Juab for Filmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 3.40 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.

No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Utah and Northern Railway at Ogden for Oregon and the East.

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 Pr't and Pass. Ag't. 1604 JAMES SHARP, Ass't. Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.



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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, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Segars, Atlantic, and Avoca, with branches from Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centerville, Princeton, Gallatin, Chillicothe, Lee's Summit, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton 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, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through Express Trains are run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

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

What will please every traveler will be the pleasure of enjoying your meals, while passing over the beautiful Iowa prairies, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, of equal to any 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 a Sleeper for sleeping purposes, we, the pioneer business men of this line, are now pleased to announce that this Company has added to its fleet of Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. 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 across the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

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At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Pec. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.

At COLUMBUS JUNCTION, with R. C. R. & N. R.

At OTTUMWA, with Central Iowa R. R.; W. St. L. & Pac., and C. R. & Q. R. Rds.

At KEOKUK, with Kel. Pac. & W. Wab. R. R.

At LOUISIANA, with C. St. L. Kno. & W. R. Rds.

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At ATCHISON, with Atch. Topeka & Santa Fe, Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

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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	3.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	8.40 a.m.
Freight	3.15 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 all 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 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 Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River, lines of roads 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. All U. P. R. R. office Berths on sleeping cars can be secured.

J. H. KIMBALL, General Ticket Agent, Omaha.

G. R. CLARK, Gen'l Superintendent.

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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 Kinzinkie 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

Based upon Ticket Agents selling you tickets via this road. Insist upon your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the best Travelling Accommodations you will buy your tickets by this route. TRY IT AND YOU WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this Line.

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

FOR SALE.

UNIVERSITY LETTER PAPER AT DESERET NEWS OFFICE.

EVENING NEWS.

Friday, Nov. 11, 1881.

FARMS AND GARDENS.

So gradual is the approach of winter, that frequently the work which naturally belongs to the open, pleasant weather of October, may be carried on well into November.

Trees planted this fall should have earth drawn up around them, making a mound 12 to 15 inches in height. It should be of solid, clean earth, free from all sods, weeds, etc., or else it will furnish a winter home for mice.

Blackberries and raspberries may be planted as late as the weather allows. These plants start into growth so early that it is better to set them in autumn. When new plants are desired they can be readily raised from root cuttings. Roots are removed from old plants by cutting down near the base with a spade, and taking up the severed roots. These are cut up into pieces three inches long, and placed in boxes of earth and put in a cool cellar. Or they may be buried outside below the reach of frost, where water will not stand.

The grass of the lawn should be left uncut for some time before the ground freezes, that it may have a sufficient coat for winter protection. The fallen leaves and all litter should be raked up and used in the stable, or as a protection to tender plants; it both improves the looks of the grounds and furnishes a valuable litter or covering. Evergreens show now to the best advantage, and a diversity of form and shades of green is very pleasing. These trees and shrubs should be selected and planted in groups, etc., largely for their winter effect. New beds and paths may be laid out now, and much work of this kind done that will add to the permanent value of the grounds, and also aid in the busy days of spring.

Plants that come in from the garden should have a period of rest. Pots of bulbs should be placed in a dark, cool cellar for several weeks to form good, strong roots. If there is no suitable cellar, place the pots in a cold frame or pit, and cover them with coal ashes. The object is to keep the bulb warm enough to emit roots, and not so warm that the leaves and flower buds will start. Watering is one of the most important labors for the greenhouse. A good thorough wetting is better than keeping the surface, and that only, moist by frequent pouring over of a little water. The water should not be much colder than the air of the room, at least not almost ice cold, as is too often the case. Hanging baskets require plenty of light and air. They need abundant water and frequent turning if the light comes strongly from one side. No one with house plants should be without some good climber, such as the English ivy, the so-called parlor or German ivy.

Planting in the fall relieves the pressure of spring work. If the ground is frozen, rather than place the roots among frozen clods, it is better to heel-in the trees until spring. The labels upon the trees should be looked to. Never leave the labels on the trees that are placed there in the nursery. They are usually wired on tightly, and are only intended to identify the trees when received, and not for permanent use. Unless labels are well made and firmly fastened to the trees, they are soon lost. The old kind made of pine, and marked with a rather hard lead pencil upon a fresh coat of white lead paint is cheap and durable. Some prefer zinc strips. For orchards it is best to have a chart with each tree and its kind recorded, and not trust at all to labels. Cions may be cut as soon as the leaves fall, packed in sawdust or sand, and put in a cool cellar until needed for grafting. Care should be taken in selecting the cions, cutting them only from thrifty and healthy trees. It is better to buy cions than to use any poor ones. Root grafting is done during the winter, and therefore the stocks should be in a convenient place. They are taken from the ground before it freezes, assorted, tied in bundles, and then placed in boxes with the roots covered with soil and put in a cellar. The seeds of trees for spring planting are best preserved by mixing them with sand and placing the boxes in a cool and dry place.

Correspondence.

BEAVER, November 8, 1881.

Editor Deseret News:

The September term of the Second District Court was rather monotonous, hence I did not write you, besides, I believe every case was noticed in the local papers. I might have said something about what the Beaver *Enterprise* called "The Celebrated Case of Hutchings against Blackmer & Gentry." The important points in this case are that the defendants, who might have settled the matter for $25 without going to law, have run it up to perhaps $500 or more, and the end is not yet. Their attorneys, who are early settlers in Utah, being unable, after allowing their time for appeal to the District Court to run out, and being beaten in three justices' courts, finally got the case before Judge Twiss, on grounds of jurisdiction of city justices in civil cases, and the validity of city charters in Utah. The main grounds of argument were that as city charters are not mentioned in the Organic Act the Legislature had no right to grant the charter. The next ground was, that as the justice was elected for the city, he could act only as a police magistrate, the city charter to the contrary notwithstanding. Various authorities were cited pro and con. The Constitution of the United States and organic act, provide for justices of the peace and say that their jurisdiction shall be "as limited by law." This of course leaves the matter with the Legislature with the only restriction that their laws must not conflict with the Constitution of the United States or the Organic Act of the Territory. The last named act in section six provides that the Legislature shall have the power to legislate on all rightful subjects of legislation except the primary disposal of the soil, taxing non-residents higher than residents or taxing property belonging to the United States Government. These are the only exceptions. As no one can doubt that city charters and jurisdiction of justices are rightful subjects of legislation and not prohibited, it did think clear that the justice had jurisdiction. To take away Beaver City charter or annul it on the foregoing grounds would be to invalidate every charter in the Territory, and to oust the Justice of Jurisdiction on the grounds alleged would be to oust every other city Justice.

The smallest cities are allowed two justices of the peace, either of which outside of Salt Lake and two or three other cities, could do four times the amount of legal business required, both civil and criminal. The ruling of the court is reserved for the first day of the December term. I leave further comment until a decision is reached, and will only add, that thus far his Honor has given the fullest satisfaction to law abiding citizens, and we have no doubt the rights of the people will be sustained.

DANIEL TYLER.

WALLA WALLA, Oct. 25th, 1881.

Editor Deseret News:

Having a few leisure moments on my hands after "doin" this town, I have arrived at the sage conclusion to communicate with you. There is very little use of giving the age of this town, for all readers of the western country are familiar with its early history as an outfitting and government post. It has a population of from 1,500 to 2,000 inhabitants who seem full of bustle and moneymakeriveness, for all seem well dressed and happy, particularly at the present time. As the farmers or grangers, as they are termed here, are making heavy sales of grain, and all appear busy. Wheat here is 55 to 60 cents per bushel, and plenty of it, for the harvest has been abundant.

The stages arrive punctually each day and are doing a thriving business and well they deserve it, for the line is manned with a class of drivers creditable to the gentlemanly proprietors, ever obliging and attentive to the comfort of their passengers in every respect, careful of their teams and all property intrusted to their care whether public or private, but withal strictly business in their ways for the interest of the company.

The Oregon & R. Co. have a line of road running from here to Dayton 45 miles, they are kept busy to their utmost capacity shipping grain etc., along the line and I am informed cannot do one half the work required. That country wants a Jay Gould or some one else to look after it, it is a pity to have so much country laying out doors and no care taken of it, although Mr. Villard and party are here looking around, and making the people Falstaffian promises, which he, as well as any sound-minded person knows cannot be fulfilled in (by him) five years. But he says in two years all the county shall have roads running to all places asked for. The channel for shipping is not one-quarter large enough for the county is big and traffic is increasing daily. It looks as though the people had gone crazy over Mr. V.; but there is a little allowance to be made, for he is the first live railroad man that has gone amongst them and given them any sympathy. Like all other mortals, they have hearts, and acknowledge it when touched, and he knows how it is done.

But returning to Walla Walla, it has a growing future before it, and promises well. One great and satisfactory acquisition to the place is the Stine House, where travelers in broad cloth or canvass suits are treated as human beings, for the proprietors study the comfort of the miner, granger or merchant with the same degree of carefulness. The gentleman in charge, whose name I have unfortunately forgotten, but is called the "Infant" or "Little Boy," weighs nearly 300 pounds, and a thoroughbred at his business.

The military post is a beautiful location and well arranged for comfort, air and defence. The people are trying hard to have the Umatilla Indian reservation thrown open, so they can rob the poor Ki's just a "little" more. It is a beautiful piece of farming and timbered country, and they covet it.

The postmaster will go to Dayton; will try and write you from there.

G. H.

"I had a fall from a ladder and sprained my wrist so badly," says A. H. Palmer, of Cumberland Court House, Va., "that I lost all use of my arm. I procured a bottle of the St. Jacobs Oil, and, after rubbing my arm with it, I obtained immediate relief. I used it likewise for neuralgia and find it also a special for burns, bruises, etc."

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AS AN ANTI-MALARIAL They have no equal; acting as a preventive and cure for Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends almost wholly the health of the human race.

DYSPEPSIA. It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, etc., that these Pills have gained such a wide reputation. If ever any pills could be called a boon to dyspeptics, these are. They give tone and vigor to the stomach, giving them food and vigor in assimilating food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY NOURISHED. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

Price 25c. 35 Murray St., N. Y.

TUTT'S HAIR DYE

Gray Hair or Whiskers changed to a Glossy Black by a single application of this Dye. $1. Sold by Druggists, or sent by express on receipt of $1. Office, 35 Murray St., New York.

AYER'S CHERRY PECTORAL,

For Diseases of the Throat and Lungs, such as Coughs, Colds, Whooping Cough, Bronchitis, Asthma and Consumption.

The few complaints which have won the confidence of mankind and become household words, should not be confounded with those of a transitory character. Some remedies, most popular for a season, have extraordinary virtues. Perhaps no medicine ever acquired so wide a reputation, or maintained it so long, as AYER'S CHERRY PECTORAL. It has been known to the public about forty years, by a long continued series of remarkable cures, that have won for it a confidence in its virtues, never equaled by any other medicine. It still makes the most effectual cures of Coughs, Colds, Consumption, that can be made by medical skill. Indeed, the CHERRY PECTORAL has really robbed the dangerous throat disease of their terror, to a great extent, and given a feeling of immunity from their painful effects, that is well founded. If the remedy be taken in season, every family should have it in their chest, for the almost prompt relief of its members. Hoarseness, suffocation, and even life is saved by this timely defence. The prudent should not neglect it, and the wise will not. Keep it by you for the protection it affords by its use in sudden attacks.

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Plows, Wagons, Barb Wire, Wagon Stock,

And Other Goods, I have a Large Supply of

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Which I will Sell for the next 30 days, Cheaper than ever before, to close them out before Winter.

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