



CINCHONA RUBRA (Red Peruvian Bark) and California Grape Brandy. A most Delightful Tonic, and Effective Remedy for Dyspepsia (the alcohol habit), all forms of Malarial Diseases, Dyspepsia and Insomnia (sleeplessness).

No Greater Success has been recorded, and nothing ever introduced giving such unqualified Satisfaction. Try it Once, and be convinced. For sale by Druggists and Wine Merchants.

WILMERDING & CO., San Francisco, Cal., Agents for the Pacific Coast.

UTAH CENTRAL RAILWAY.

Pioneer Line of Utah!

The Old Reliable Standard Gauge

Equipment

Running Between

Ogden, Salt Lake,

Provo, Nephi, Juab,

Midland and Frisco.

On and after May 21st, 1893, express trains

leave Salt Lake daily at 7:00 a. m., making direct

connection at Ogden with the Union Pacific

Railway for Park City, Denver, Kansas

City, Omaha, Council Bluffs, and all

Eastern points, and Utah & Northern

Railroad for Ogden, Cheyenne, and

all points on the Oregon Short Line.

Express trains leave Salt Lake daily at 7:00 a. m.,

connecting at Lehi Junction with Salt

Lake & Western for Truckee, Reno, and

Salt Lake City, and for Cheyenne, and

all points on the Oregon Short Line.

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DENVER AND RIO GRANDE RAILWAY.

THE NEW

POPULAR TRANS-CONTINENTAL ROUTE

NOW OPEN FOR

BUSINESS.

BETWEEN

OGDEN, SALT LAKE,

LEADVILLE,

Red Mountain, Gunnison,

SAU JUAN MINING DISTRICTS,

SEABOARD, DENVER,

And all points on the entire system in

Utah, Colorado and New Mexico.

ON AND AFTER

MONDAY, MAY 24th, 1893.

The Atlantic Express Train, composed of

Pullman Palace Sleepers and elegant first

class coaches, will leave Ogden daily at 6:07 a. m.

for Salt Lake City at 1:07 p. m., making direct

connection with the Union Pacific Railroad for

Denver, Kansas City, St. Louis, Chicago, Pittsburg,

Philadelphia, New York, Boston, and all Eastern

points, and Utah & Northern Railroad for

Ogden, Cheyenne, and all points on the Oregon

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THE SHORTEST AND MOST DIRECT Route to the East

IS VIA THE

ATCHISON,

TOPEKA & SANTA FE

Which connects in a Union Depot at

PUEBLO

WITH THE

Denver & Rio Grande Ry.

This New Line

is Splendidly Equipped with

Pullman Sleeping Cars.

Elegant Day Coaches.

STEEL RAILS, BEST RAILROAD RATING

HOUSES IN THE COUNTRY,

INSURING

SPEED! SAFETY! COMFORT! LUXURY!

Quickest Time to the

Missouri River.

JOHN L. TUDLOW, W. F. WHITE,

Gen. Ticket Agent, Gen. Pass. & Ticket Agent,

Topeka, Kan. Topeka, Kan.

The Old Reliable to the Front

COMMENCING

MONDAY, June 4th, 1893.

AND UNTIL FURTHER NOTICE.

The Utah & Nevada Railway Co.

WILL RUN

2 Bathing Trains Daily

to Great Salt Lake.

Leaving Salt Lake City on Week Days

at 7:00 a. m. and 4:00 p. m.

RETURNING

Active at 9:00 and 6:00 p. m.

ON SUNDAYS

Leave Salt Lake City at 9:00 a. m., and 4:00 p. m.

RETURNING

Active at 3:30 and 7:30 p. m.

FARE for the Round Trip

ONLY FIFTY CENTS.

Children under 10 years of age half price.

W. W. RITCHIE, R. F. FRYSON,

Agent, Agent,

Salt Lake City, Utah.

22 GREAT WINCHESTER ST., LONDON.

Salt Lake City, Utah.

Authorized Capital, \$750,000.

Subscribed, \$250,000.

Shareholders liable for amount subscribed on

shares, payable in England, Scotland or

Ireland, and at low rates of exchange.

Dividends allowed on Contributions of Deposits

Advances made and approved under the

control of the Board of Directors.

E. AUSTIN,

U. S. DEPOSITORY.

DESERET NATIONAL BANK.

SALT LAKE CITY.

PAID UP CAPITAL, \$200,000.

SURPLUS, \$100,000.

W. A. HARRISON, President.

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EVENING NEWS.

Wednesday, June 4, 1893.

CITY COUNCIL.

Proceedings at the City Council

Tuesday evening, June 4th, 1893.

Mayor Jennings presiding.

A petition from Neph W. Clay

and five others, residents of

North Temple Street, was submitted,

complaining that the waters of the

Jordan and Salt Lake City Canal

flowing into City Creek, so be-

cause the water running past their

premises, and rendered it so unfit

for culinary purposes, that the value

of their property was lessened there-

by, their rights to health and

health jeopardized. They suggested

that the water mains might be ex-

tended along North Temple Street,

to relief and, and threat-

ened if the Council did not take

early action in the matter, that they

would resort to other, and what they

advised were legal and effective

means for the relief of the positive

nuisance which they alleged they

were enduring. Referred to the com-

mittee on water works.

A petition was presented from D.

M. McAllister, setting forth that

the grading of Centre Street had

necessarily resulted in depriving the

residents of that locality of a

sidewalk for a distance of a block

and a half northward from Hempt-

st's corner, on the west side,

while the whole east side of the

street remained as before. Without

any available sidewalk, petitioners

represented that if the line of the

ditch running north from Mrs. Hor-

wood's lot was straightened and the

superfluous soil, gravel and stones

moved from the place where the

side sidewalk should be, the opera-

tion would give the residents the

two sidewalks to which they were

entitled. Petitioners also submitted

that the trees and telephone poles

obstructing the street should also

be moved to their proper places, or

near the sidewalk; that it was

important that the lots on the east

side of the street should be clearly

permanently designated so that the

property owners would not be

tempted to build on the line of the

line upon which they had built

walls and fences, in accordance with

the stakes located by city surveyors.

W. F. Rice, city engineer, stated

that the city had no objection to

the petitioners' request, and that

the committee on streets and

allevies.

A communication was presented

from W. A. Wemore, agent of the

Colorado Coal and Iron Company,

representing that the company

would furnish made of new iron

for the proposed city tram-

way at the following prices on board

cars at Salt Lake City:

T rails, 16 to 20 ft. per yard, \$2.90

per 100 lbs.; spikes 3 1/2 x 4 x 5,

\$4.00 per 100 lbs.; spikes 3 1/2 x 4 x 5,

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