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 Morgan Junction to Fulton; Milton 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 Anita 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, 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 warrants it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes ONLY, and 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 PERU, with T., P. & W., L. S. & M. S., L. E. & 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. (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., B. & 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,

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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	8:30 a.m.

ARRIVE.

Daily Express	2:15 p.m.
Mixed	6:40 p.m.
Freight	2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., which is 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 Bank-ing 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, Gen'l Ticket Agent, Omaha

S. H. H. CLARK, Gen'l Supt. d20

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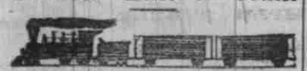
Pioneer Line of Utah.



On and After November 6th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 03	50
Centreville	7 33	4 15	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	1 35
Arrive at Ogden	9 00	5 40	2 60

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 10	7 44	1 60
*Wood's Cross	11 28	7 53	1 75
Arrive at Salt Lake	11 40	8 20	2 60

*Passing places.

MIXED TRAINS

WILL RUN DAILY,

(Sundays Excepted,)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.50 a.m.; leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.30 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 p.m.

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JOHN SHARP, Superintendent.

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Reaches all Points in Pennsylvania and New Jersey.

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With Ample Time for Meals.

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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 6.15 a m; Baltimore 6.30 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 10.35 p m; Philadelphia 3.55 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 7.50 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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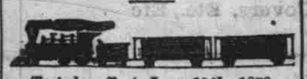

To take effect June 13th, 1879.

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 23	8 10	50
Lowendahl	7 24	8 20	50
Junction	7 37	8 38	75
Arrive at Sandy	7 49	8 45	85
Leaves Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
	P. M.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 23	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 56

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	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 48	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at Sandy	5 40	3 40	4 65
Leaves Sandy		4 45	
Junction	5 45	4 55	4 75
Lowendahl	5 56	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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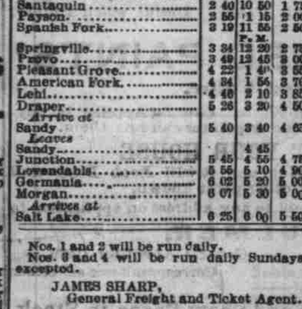

PASSENGERS GOING EAST should bear in mind that this is the

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All Agents sell them and Check Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway, Boston Office, No. 5 State Street, Canada Office, 158 Sixth Street and 2, Pt Depot. San Francisco Office, 2 Montgomery Street. Council Bluffs Ticket office in U. P. Transfer Depot and at Chicago & North-Western Railway depot. Chicago Ticket Offices, Clark Street, under Sherman House; 75 Canal, corner Kinzie Street; Canal Street Depot, corner of Canal and Madison Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not obtainable from your home Ticket Agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agt., Chicago.

EVENING NEWS.

Monday, . . . September 8, 1879.

Correspondence.

London Letter.

LONDON, Aug. 20th, 1879.

Editors Deseret News:

Mr. Gladstone delivered an address not long since, to the Fine Art Exhibition at Chester, England, on "Beauty in Manufactures," in which he made certain references to the United States. After calling attention to the two objects in manufacture — one of which was utility, and the other beauty—he proceeded to say that the English manufacturer need have "no fear of America. A long experience of public life, which has placed me very much in relation to the great industries of the country, made me long ago of opinion that an Englishman is a marvelous man in the business of production when he is put under pressure; but if he is not put under pressure he is apt to grow relaxed and careless, and is satisfied if he can produce things that will sell. He has not got as much as he ought to have of the love of excellence for its own sake. Now, there are those who will say it is a very visionary idea to promote the love of excellence for its own sake. But I hold it is not visionary at all; for, depend upon it, every excellence that is real, whether it relates to utility or beauty, has got its price and its value in the market, and it is an element of strength in the market. There is no doubt England has been very remarkable for cheap productions; but in this a formidable rival is now springing up in America. America, however, has been taken with what is called a fever of protection, and so long as America suffers from the fever English manufacturers will not have a great deal to fear from American rivals. But when she learns to trust entirely to her own splendid national resources, the great genius of her people, their marvelous proficiency in the adoption of labor-saving contrivances, in which they are ahead of the whole world, America will be a formidable competitor. But what you have now to contend against is not competition with America, but limitation of markets. You are met on every side with hostile tariffs, and you want to bound over these tariffs and get within them. Well, for that purpose the British producer must consider the solidity of this work and its homely qualities, and endeavor to make it, in the first place, true work, not professing to be anything but what it is, to divest it of all falsehood and sham; for, however the imposture may last for a little while, the effect is ultimately to destroy the reputation, to take away confidence and to react most injuriously upon those who have attempted the trick."

Again, when dwelling upon the immense advantage in the market of beauty of naked utility, he assured his hearers that there "was no beauty in America. I have been speaking of Americans, with whom I trust we shall always continue in peace and in bonds of brotherhood, and if you take the industrial productions of America, I am sorry to say we find that very few have any beauty at all. The circumstances of their national existence down to the present time have, from the scarcity of labor and other causes, compelled them to do a thing in the shortest and most effectual way for answering the immediate purpose, and the beauty of production has been entirely overlooked. I may illustrate this by reference to a pursuit to which I have myself personal relation—the cutting of wood. The American axe is an axe not intended to cut a tree away neatly, but to cut a tree away quickly. The American does not care a pin about beauty of work; his object is to clear ground."

The above is a striking proof that even genius must not attempt to be too versatile. In attempting the role of Ruskin the great statesman errs greatly as to his facts, and his brilliant talk is not true. American work, if it has a fault, it is its redundance of ornamentation; we gild plows and emblazon wagons, our street cars are moving picture galleries. Our art may be meritricious and misplaced, but the ambition is not wanting, and time will bring excellence and refinement. One would suppose Mr. Gladstone had never seen an International Exhibition, where the United States in every department except that of pure art, as seen in statuary, on canvas, and in productions where the aesthesic idea was the aim and the attainment, excelled in grace of proportion, beauty of finish, in adaptation and in style. Who, that has compared or vehicles, whether, on street, on rail, or in park, with the sombre, clumsy machines of Paris and London, has not seen this? Our defect is not poverty of art sense, but an exhuberance of ornamentation which time will tame. A Frenchman at the late late exhibition looking at one of our luxurious locomotives, replete with every convenience and every conceit of science and art, resplendent in steel and brass, could find no other expression for his irony than the question, "Where then is the piano?"

Co-operation.

MOUNT PLEASANT CO-OP., Sanpete County, Sept. 3rd, 1879.

Editors Deseret News:

We noticed, a short time ago, in the columns of the NEWS, some correspondence from Mount Pleasant, touching mostly on the principle of co-operation, which we thought would not do to let go unnoticed, so far as our institution here is concerned.

A few years ago we had a greater number of shareholders than we have at the present time, but our institution was not then incorporated, and any members, by giving six months' notice, could draw out their shares, and several embraced the opportunity, the reason for which, each one knows best himself.

We have now been incorporated between two and three years, but so far neither the institution itself or any of the larger shareholders have bought out any person's share to make a monopoly institution of it, our shareholders number at the present time about one hundred and fifty.

We also wish to state that we are, and always have been, open to receive shares from any member of the Church of Jesus Christ of Latter-day Saints.

In earlier times our freighting was let out annually to the lowest responsible bidder, but of late the board of directors have left it in the hands of the superintendent, so that instead of hiring one person all the time, it could be more equally distributed, and after reading the article referred to, our superintendent stated that he had just lately offered your correspondent a load as well as some others, at different times, who are not shareholders, but do their trading with the institution.

In regard to dividing profits etc., we have tried a system similar to that mentioned by your correspondent, but we finally came to the conclusion that it was rather too laborious, for the amount of good realized, and adopted what we consider is the better plan, viz., to put goods at as low a margin as possible, and let our customers have the benefit as they go along.

We, as a board of directors, do know that the most if not all of our shareholders, whether great or small, are willing to be handled along with their means, as those having the proper authority may dictate, and we have heard some of them express themselves at different times that they were willing to withdraw a portion of their shares if it was necessary, but at the present time we have use for all the means we have under our control, and more too.

We have invested in the Co-operative Tannery here two hundred dollars, and also own about one-fourth interest in the Steam Saw Mill, in Cedar Creek Cañon, which at present is doing a driving business in making lumber, under the skilful management of Messrs. Bennett, Lund and Brandon.

We commenced digging a cellar for our new co-op building this spring, which is now completed. We expect to build it up to the first story by fall.

The size of the building will be 54 by 60 feet, two stories high, and will be built of brick. We are trying to build it on the co-operative principle by offering to take shares from those who are not prepared to make investments in other ways.

Our harvesting here is still in progress, but on account of the extremely dry season we do not expect we will raise much more than two-thirds of a crop.

BOARD OF DIRECTORS, per LAURITZ LARSEN, Sec'y.

Catarrhal POISON

Wet 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 mucuous 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. Wet 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. Wet 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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On the Subject,

DOES THE BIBLE SANCTION POLYGAMY?

Held in the New Tabernacle, Salt Lake City, August 12th, 13th and 14th, 1870,

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DECISION

....OF THE....

SUPREME COURT

....OF THE....

UNITED STATES,

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BY GEORGE Q. CANNON.

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Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily ..... 8 40 p m
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 20 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 ..... 9 30 a m
North—Davis county, daily ..... 6 30 a m
Weber county, daily ..... 6 30 a m
Ogden, semi-daily 2 30 p m & 6 30 a m
Cach and Box Elder counties, daily ..... 6 30 a m
Corinne and Kelton, daily .... 2 30 p m
Idaho and Montana, daily .. 6 30 a m
Boise City and Idaho City, daily ..... 2 30 p m
West—Nevada, California, Oregon, &c., daily ..... 2 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 8 p.m. Sunday, 12:30 to 1:30 p.m.

Money Order and Register department from 9 a.m. to 5 p.m.

Outside door open from 6 a.m. to 10 p.m.

J. T. LYNCH, Postmaster.

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

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Wm Hulme, Bloomington
John A Rumel, St Charles
Robert Pope, Fish Haven
D F Lau, *acting*, Soda Springs
John Kunts, *acting*, Borne

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Geo W Ward, Willard City
Peter C Jensen, Mantua
Thomas Harper, North
Abraham Hunsaker, Honeyville
John C Dewey, Deweyville
Oliver C Hoskins, Portage
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Oneida County, Idaho.

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Robert Davidson, 3d ward, Logan City
Thomas E Smith, 4th ward, Logan City
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Samuel Roskelley, Smithfield
Wm. E. Biddulph, Richmond
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John Jardine, Clarkston
Wm W Bigler, Newton
Alma Macrie, Benson
Henry Hughes, Mendon
William H Maughan, Wellsville
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Oneida County, Idaho.

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Wm S Muir, 2nd, West Bountiful
Chester Call, East Bountiful
Nathan Cheney, Centreville
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Charles Sperry, 2d ward, Nephi
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Daniel Thompson, Scipio
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Hiram B Bennett, Meadow Creek
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Sylvanus C Hulet, Summit
William C McGregor, 1st ward, Parowan
Samuel H Rogers, 2nd ward, "
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Samuel Peterson, 2nd ward, "
Jacob Weiler, 3rd ward, "
Harrison Sperry, 4th ward, "
Richard Brimley, 5th ward, "
Wm H Hickenlooper, 6th ward, "
William Thorne, 7th ward, "
Elijah F Sheets, 8th ward, "
Samuel A Woolley, 9th ward, "
Adam Spiers, 10th ward, "
Alexander McRae, 11th ward, "
Alexander C Pyper, 12th ward, "
Edwin D Woolley, 13th ward, "
Thomas Taylor, 14th ward, "
Joseph Pollard, 15th ward, "
Frederick Kesler, 16th ward, "
John Henry Smith, 17th ward "
Orson F. Whitney, 18th ward, "
Richard V Morris, 19th ward, "
John Sharp, 20th ward, "
Andrew Burt, Flat ward, "
A G Driggs, Sugar House "
Lewis H Mousley, Farmers' ward "
Reuben Miller, Mill Creek "
John Neff, East Mill Creek "
D B Brinton, Big Cottonwood "
J S Rawlins, South Cottonwood "
Ismael Phillips, Union "
Solomon J Despain, Granite "
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