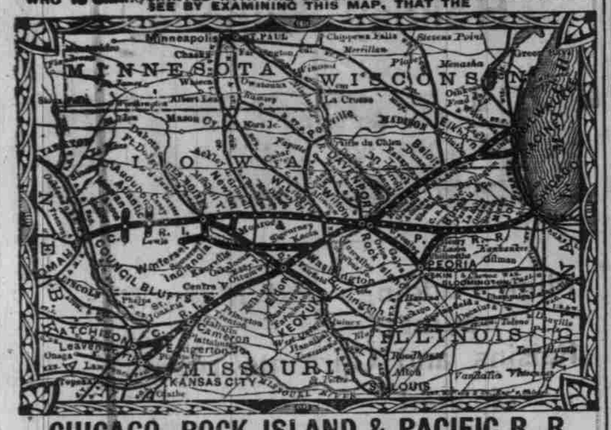
MAN

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 & 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), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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 Elk Horn. 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 Carsattached, aro run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

This "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. You get an entire 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 warranting it), we are pleased to announce that this Company runs *Pullman Palace 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 span the Mississippi and Missouri rivers at all points crossed by this line, and tedious delays are avoided at Council Bluffs, Kansas City, 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 L. S. & M. S., and P., Ft. W. & C. R. Rds.

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 & Peo. 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. B. & Q. R. Rds.

At BLOOMFIELD, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At CAMERON, with H. St. J. R. R.

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.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, 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 Tkt. and Pass'r Agt., Chicago, Ill.

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	5.15 p.m.
Mixed	8.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, 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, 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 Missouri River in Nebraska, Kansas City, St. Jos and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pac. R'y Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

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

C. H. CLARK, Gen. Supt. d60

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Milford	8 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	98	5 00
Mills	11 20	112	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	2 40	9	50
Lemmington	3 00	23	1 25
Riverside	4 15	43	2 25
Deseret	5 05	53	2 75
Neels	6 20	71	3 75
Black Rock	8 30	90	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fares.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood'n Cross	7 25	4 05	60
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 32
Centreville	10 55	7 45	1 60
*Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 3.05 p.m., arriving in Ogden at 6.30 p.m., leaving Ogden at 8.10 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	60
Lovendahl's	7 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 55	11 35	1 85
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 30
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 30	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Moroni	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 20	
Nephi	1 40	9 05	75
Moroni	2 04	9 40	1 10
Santaquin	2 40	10 20	1 75
Payson	3 05	11 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 40	3 35
American Fork	4 34	1 55	3 60
Lehi	4 46	2 10	3 85
Draper	5 22	3 20	4 40
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 45	
Junction	5 44	5 00	4 75
Lovendahl's	5 54	5 20	4 90
Germania	5 62	5 30	5 00
Morgan	5 67	5 35	5 00
ARRIVE 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.

JOHN SHARP, Superintendent.

JAMES SHARP.

ROYAL

BAKING POWDER

Absolutely Pure.

Made from Grape Cream Tartar.—No other preparation makes such light, flaky hot breads, or luxurious pastry. Can be eaten by Dyspeptics without fear of the ills resulting from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York. G208 1y

WANTED.

A GOOD GIRL TO DO HOUSE WORK. Must understand Plain Cooking. Apply at this Office. d54

STAKE AND WARD REPORTS.

We are now prepared to furnish Presidents of Stakes with the necessary Blank Forms for their Reports.

STAKE REPORTS, 5 cts. per copy.
WARD " 35 cts. per doz.

Mailed on receipt of price.

Address—

DESERET NEWS OFFICE - SALT LAKE CITY.

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE, are incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the DIGESTIVE ORGANS, create perfect digestion and regular movement of the bowels.

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, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acts so speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY ROBUST. 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. It imparts a Natural Color, and acts Instantaneously. Sold by Druggists, or sent by express on receipt of $1. Office, 35 Murray St., New York. d20eow & w

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 Janney'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 westbound 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 6.15 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 10.55 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 Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.00 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.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction	at 7.45 a.m.
" Jordan	at 7.55 "
" Revere	at 8.30 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.30 p.m.
" Revere	at 3.20 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS:

Leaves Bingham	at 4.30 p.m.
" Revere	at 5.20 "
" Jordan	at 5.55 "
Arrives at Junction	at 6.05 "

J. G. KINNEAR, G. P. Agent.

EVENING NEWS.

Thursday, Feb. 3, 1881.

An Old Engineer's Story.

I am a railroad engineer. Away along in '57, during the recent panic, I was running on the F. & C. Railroad. The railroad companies were going under in all directions. Every day we heard of new failures, and quite often in a quarter we least expected it. Our road was generally looked upon as one of the most substantial in the nation; nobody seemed to have any fears that it would fail to survive the general smash-up; but yet I did not share in the general confidence. Wages were cut down, arrearages collected, and a great many other little matters seemed to indicate to me that the road had got deeper into water than was agreeable all around. Among other things, the master mechanic had told me in the spring that the company had ordered four first-quality Taunton engines for the fall passenger business. The road was put in the very best condition, and other preparations were made to cut down the time and put the trains through quicker than ever before, when the new engines should come. Well, there was but one of the engines came.

I said there was but one engine came; but she was, in my opinion, altogether the very best ever turned out of the Taunton works, and that is saying as much as can be said in praise of any engine. She was put in my charge immediately, with the understanding that she was mine. It was Saturday when she came out of the shop, and I was to take a special train up to Y——. The train was to carry up the President and several officers of the road to meet some officers of another road which crossed ours there, and arrange some important business with them. I had no trouble at all in making my 40 miles an hour going out. The engine handled herself most beautifully. We were just holding up at Y——, when Aldrich, the treasurer, who had come out on the platform to put the brake on, slipped and fell. As we were still under good headway he was much injured, and carried off to the hotel insensible. According to the President's direction I switched off my train, turned my engine, and stood ready to start back to C—— at a moment's notice.

Aldrich's presence was of so much importance that the busines could not be transacted without him, so all those I had brought out, except the President and Aldrich, went back to C—— on the 3 o'clock express train. This was the last regular train which was to pass over the road until next Monday. Early in the morning I left the machine in charge of my fireman, and went over to an eating house to see if I could not spend the time more pleasantly than on my engine. The hours dragged themselves away slowly. I was playing a game of dominoes with the station agent when in came Roberts, the President, in a state of great excitement.

"Harry," said he, "I want you to put me down in C—— at 12 o'clock."

As it was nearly 11 o'clock then, and the distance was 75 miles, I thought he was joking at first; but we got outside the door, he caught me by the arm and hurried me along so fast that I knew he was in earnest.

"Harry," said he, "if you don't set me down in C—— by 12 o'clock I am a ruined man, and this road is a ruined road. Aldrich is dead; but he told me, before he died, that he had embezzled, from time to time, $500,000 of our money, and his clerk is to start with it on the 12 o'clock boat from C—— for Canada. If we don't have that money on Monday morning, to make some payments with, the road goes into other hands; and if you put me down in C—— at the right time, so that I save my money, you shall have $5,000. Understand it Harry—$5,000."

Of course I understood it. I saw now the reason why the wages had been cut down; I understood it all, and my blood boiled. I felt that I would save the road if I lived, and I told Roberts so.

"See that you do it, Harry" he replied, as he climbed up on the steps of the coach which was coupled to my engine.

I sprang up into the footboard, got up the switch-tender to help my fireman, opened the throttle, and, just as she commenced moving, looked at my watch—it was just at 11 o'clock, so that I had one hour to make my seventy-five miles in. From Y—— to C—— there were few curves on the road, but there were several heavy grades. I was perfectly acquainted with every rod of it, so that I knew exactly what I had to encounter, and when I saw how the engine moved I felt little fear for the result. The road for the first mile was an air line, and my engine flew along with scarcely a perceptible jar. I was so busy posting myself up as to the amount of wood and water aboard, etc., that we danced by the first station almost before I was aware of it, having been five minutes out and having five accomplished.

"You are losing time!" yelled a voice from the coach. I looked around, and there stood Roberts with his watch in his hand.

I knew very well that we would have to increase our speed by some means if we carried out our plans of reaching C—by midnight, and looked anxiously around to see what I could do to accomplish that purpose. She was blowing off steam fiercely at 110 pounds, so I turned down the valve to 200, for I knew we should need it all to make some of the heavy grades which lay between us and C——. It was three miles to the next station. With the exceptions of a few curves, the track was as good as the last. As we darted around what commonly seemed to be a rather long curve at the station, but which was, at our high speed, short enough, I looked at my watch and we had done it in two minutes and a half.

"Gaining!" I shouted back to Roberts, who was yet standing on the platform of the coach.

"Look out for the heavy grades!" he replied, and went inside the car.

The next six miles rose gradually from a level the first, to ten and a half feet grade the last, which lay between us and the next station. My fireman kept her full, and now she began to get hot. The furnace door was red, and the steam raised continually so that she kept her speed and passed the station like a streak of light in five minutes. Now came nine miles like the last, over which she kept pace with her time, and passed the station in seven and a half minutes. Here for ten miles we had a twenty-foot grade to encounter, but the worst of it all was that at this place we would be obliged to stop for wood. I was just going to speak to Roberts about it, when I looked around and saw him piling the tender from the coach with wood which had been placed there before starting, while he was gone after me.

I believe we would have made this 10 miles with the same speed as before, but through the carelessness of the fireman the fountain valve on the left-hand side of the engine got opened, and the water rose in the boiler so fast as to run the steam down to 100 pounds before I discovered where the difficulty was. At first Roberts did not appear to notice the decrease of speed, and kept at work at the wood as if for dear life. But presently he looked down creased, he shouted, "Harry, we are stopping!" and then coming over to where I was, he said: "Why, here we have been 10 minutes on the last 10 miles, and I believe we will come to a dead stand if something is not done. The speed is continually slacking. What is the matter?" I explained the cause. He was apparently satisfied with my explanation, and, after having tied down the safety-valve, he climbed over the tender, exhorting me to "put her through, for God's sake, or we are all beggars together!"

Just then we passed the next station, having taken nine minutes for eight miles. We were now more than half over the road, but we had lost nearly ten minutes time and had only left 27 minutes to do 37 miles in. I had shut the water off from both my pumps, a little distance back, when I discovered what was the matter, and she was now making steam finely down a slight grade. From less than 100 with which we started over that 10-mile stretch, she had 200 pounds before we finished it, and, as the gauge indicated no higher than that, and the valve was tied down, could not tell how much over 200 pounds she carried, but she certainly carried none less the rest of the journey. And well she might carry such an enormous load of steam; for, after passing over that 10 miles in eight minutes, there lay 10 miles of five feet up grade, and 14 miles of 20 feet to the mile depression, between us and C——, and it was now 11.47 o'clock.

Now the engine was hot in earnest. The furnace door, smoke-arch and chimney were all red, while she seemed to fly onward as if the very evil one himself operated her by machinery. Six minutes carried us over that 10 miles, and we darted by the last station that had lain between us and C——. Now we had 14 miles to go, and my time showed 53 minutes past 11 o'clock. "If I live," said I to myself, "I will make it." And we plunged down that 20 foot grade with all steam on.

Persons who saw the train on that wild run said it was so soon after they heard the first sound of her approach when the strange object which looked as if was a flame of fire, darted by, and then the sound of its traveling died away in the distance, that they could hardly convince themselves they had really seen anything. It seemed more like the creature of a wild dream than a sober reality.

And now let me tell you that no engine ever beat the time we made on those 14 miles. Those great wheels, seven feet in diameter, spun around so swift that you couldn't begin to count the revolutions. The engine barely seemed to touch the track as she flew along, and although the track was as true as it was possible for it to be, she swayed fearfully, and sometimes made such prodigious jolts that it required considerable skill for one to keep his feet. No engine could hold together if crowded to a greater speed.

Well, just as I came to a standstill in the depot at C——, the big clock boomed out 12, and the steamboat was getting her steam up, Roberts got on board in time, and nothing too spare. But he saved the money. He found it hid away in some old boxes as Aldrich had directed him.—*Railroader.*

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	4 40 p.m.
ch county, Tuesday Thursday and Saturday	8 40 p.m.
organ 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. and	8 40 p.m.
Cache and Box Elder counties, daily	8 40 . .
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 and 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.m
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 8 30 p.m. &	6 30 a.m.
Cache and Box Elder counties, daily	6 30 a.m
Corinne and Kelton, daily	3 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, etc., daily	3 30 p.m.
Ophir, Tooele, Stockton, Jacob City, etc., daily	6 30 a.m
Bingham Canyon, daily	6 30 a.m.
South.—Beaver and intermediate points, daily	6 30 a.m.
Pioche, Star and San Francisco districts, daily	6 30 a.m.
St. George and points south of Beaver, or alternate days	6 30 a.m
Sanpete and Sevier counties, daily, except Saturdays	6 30 a.m
Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays, and Saturdays	6 30 a.m.

OFFICE HOURS.

General Delivery open from 8 a.m. to 6 p.m. Sunday—10.30 to 1.30 p.m.

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

TROPIC FRUIT LAXATIVE

Prepared from tropical fruits and plants.

Is the Best and Most Agreeable Preparation in the World

For Constipation, Biliousness, Headache, Torpid Liver, Hemorrhoids, Indigestion, and all Disorders arising from an obstructed state of the system.

Ladies and children, and those who dislike taking pills and nauseous medicines, are especially pleased with its agreeable qualities.

TROPIC-FRUIT LAXATIVE may be used in all cases that need the aid of a purgative, cathartic, or aperient medicine, and while it produces the same result as the agents named, it is entirely free from the usual objections common to them. Packed in bronzed tin boxes only.

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SUMMONS.

In the District Court in and for the Third Judicial District of Utah Territory, County of Salt Lake.

JOHN D. THOMPSON, Plaintiff,
vs.
The Wood River Gold and Silver Mining Company and JAMES D. LAMB, Defendants.

The People of the United States in the Territory of Utah send Greeting:

To the Wood River Gold and Silver Mining Company and James D. Lamb, Defendants:

You are hereby required to appear in an action brought against you by the above named Plaintiff in the District Court of the Third Judicial District of the Territory of Utah, and to 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, or, if served out of this county, but in this district, within twenty days; otherwise within forty days—or judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to have an injunction issue against the Wood River Gold and Silver Mining Company, and all of its attorneys, agents or any person acting in aid of said Company, restraining it or them from issuing to James D. Lamb, 3000 Shares of the Capital Stock of said Company, upon an order given by Plaintiff to said Lamb, April 27, 1880, and also restraining said Defendant Lamb, his servants or agents, from receiving, holding or attempting to dispose of said stock. That said order from Plaintiff to Defendant Lamb for said stock may be held void, and that said stock be cancelled and delivered to Plaintiff for its use and for all equitable relief.

And you are hereby notified that if you fail to appear and answer the said complaint as above required, the said Plaintiff will apply to the court for the relief demanded therein.

Witness, the Hon. John A. Hunter, Judge, and the seat of the District Court of the Third Judicial District, in and for the Territory of Utah, this 8th day of January, A.D. 1881, and of the Independence of the United States the one hundred and eighty-fifth.

[L.S.] GEO. A. LOWRY, Clerk.

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