

CHICAGO, ROCK ISLAND AND PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivalled geographi cal position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest. It is literally and strictly true, that its connections are all of the principal lines of road

between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Jolist, Peoris, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk. Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iows City, Atlantic Avoca, Audubon, Harlan, Guthrie Center and Council Finffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hun dreds of cities, villages and towns intermediate. The

GREAT ROCK ISLAND ROUTE,"

As it is familiarly called, offers to travelers all the advantages and comforts incident to a amooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UP HOLSTERED and ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and bandsomest PALACE BLEEPING CARS, and DINING CARS, that are acknowledged by press and people to be the FINEST RUN UPON ANY ROAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER. TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

ALBERT LEA ROUTE.

January 1882, a new line will be opened, via Seneca and Hankakes, between Newport News, Richmond, Cincinnati, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points. M man sentered with



Y ALL ODDS

RAILROAD IN THE WORLD

Let it be forever remembered that \$' .

CHICAGO.

ALTER OF

RAILWAY.



Popular Trans-Continental Route - BETWEEN -

Ogden, Salt Lake, Gunnison Leadville,

Pueblo and Denver, AT WHICH LATTER POINTS DIRECT CONNECTIONS

Are made with trains for Kansas City, Omaha,

and all Principal Points in the United States On and after January 16th, 1884, THE ATLANTIC EXPRESS TRAIN Composed of the Celebrated Buffet and Siceping Cars also Elegant First Class Conch-es and Emigrant Siceping Cars will leave Ogden daily at 8 45 a.m., (on arrival of term from San Francisco), and Salt Lake at 10 02 and Denver with trains for the East, North and South.

THE PACIFIC EXPERSE TRAIN The PACIFIC EXPERSE TRAIN from Denver, Pueblo and Eastern points will arrive at Sait Lake daily a 5.5 k m., and Ogden at 7 27 a. m., making direct connection with the Central Pacific train for San Francisco and the Pacific Coast. becor sing impulse, it was proper now that the country should know at the earl jest moment that Congress would not, take steps for relief in this in-st ance. He said this in order that P divate local charity may not be sus-pended."

LOCAL, TRAINS leave foring. ville daily at 657 a.m., Sr't Lake V 12 a.m., arriving at Ogden at 10 47 a.m. Returning leave Ogden at 302 p.m., Salt Lake 4 42 p.m., arriving at Springville at 6 m

Pended." The committee on appropriations re-ported favorably the military academy bill in calendar. The Senate resumed consideration of the bill for the construction of steel p. m. Leave Salt Lake daily for Biagham and Alta at 657 a. m., returning, arrive at Salt Lake 3 32 p. m., Ogden at 5 12 p. m., and leave Ogden at 6 02 p. m., arriving at Salt Lake at 7 32 p. m. cruisers.

A ACCOMMODATION TRAIN A COMMODATION TRAIN laves Salt Lake daily (except Sun-days) at 4 32 a. m., arriving at Pleasant Val-ley Junction at 4 47 p. m., returning leaves Pleasant Valley Junction at 6 52 a. m., ar-riving at Salt Lake at 6 32 p. m.

D. C. DODGE, F. C. NINS, Gen'l Manager. Gen. P. & T. Ag't. DENVER, COLORADO.

W. H. BANCROFT, E. A. MUBGETT, Superintendent. Gen'l Agt. Pase. Dep't SALT LAKE CITY.

JOHN MALQUIST. BLACKSMITHING

IN ALL ITS BRANCHES. Repairing in Wagons & Machinery

HORSE-SHOEING A SPECIALTY. Corns and Diseases of the Fee trented successfully, All at CHEAPEST RATES, at old stand Commercial and Olive Sts.,

East of Palace Baths. J. MALQUIST

Neuralgia, female trouble, f. r years to be most terribe and exernicating man-

ner. No medicine or doctor could give me re

an adverse report on the bill pro-EVENING NEWS. Tombstone, A. T. . Mar. 1, 1884. BY TELEGRAPH

PER WESTERN UNION TELEGRAPH LINE. XLVIII CONGRESS.

SENATE. WASHINGTON, 29.—Harrison, from the committee on Territories, reported favorably an original bill providing for the admission of Dakota. Order printed and recommitted.

the admission of Dakota. Order d printed and recommitted. Ransom, from the committee or propriations, reported back adv ap-the joint resolution introduced ersely the joint resolution introduced ersely last week, and referred to the by him littee providing for an app or priation to aid the suff erers by the y real storms in the Southern States. In reporting mittee had given the matter very careful cons deration. Telegrams were sent to the gove more of different States affected. The sufferings were not, in the judgment of the committee of that wit fesprend, paramount charac-ter which baffed all local individual, municip is and state relief, so as to de-mand the intervention of government. Ranson a added: "While in presenting the response of the sufferent by becor sing impulse, it was proper now

Representative Matson has prepared a report for an increase of the pensions of soldiers, widows and dependent re-lations from \$8 to \$12 per month. He estimates that the aggregate sumuall increase of pensions at \$5,968,000.

the rebels.

son Lackey, were hanged to-day.

Portland, Oregon, 28.—The Orego-nian will publish to-morrow an article exposing a vast land robbing scheme under the legislative act of 1870, enti-tled an act providing for the selection and sale of swamp lands of Oregon. It charges H. C. Owen, of Eugene, with filing on 4,000,000 acres, much of which is excellent grazing.

LEGISLATURE.

COUNCIL.

Friday, Feb. 29.

the bill for the construction of steel cruisers. The question was on the amendment by Jones, of Florida, to the amend-ment of Sewell. Sewell's amendment provides for building ships at one or more government navy yards. Jones' amendment provides that the building shall be apportioned among the different navy yards. After debate the amendments of Jones and Sewell were voted down. Morgan withdrew his objection to the vessels being built by private con-tract, and the amendment offered by him was, after modification, accepted by Hale, embodying in the bill by direct words, and not by description merely, the substance of the acts of 1882 and 1883, together with a proviso that bids may be accepted not only from builders who may now be ready to build vessels, but who can give the Secretary of the Treasury satisfaction that they can in three months after making the contract be ready to do so. The bill then passed, yeas 26, nays 13. Adjourned till Monday.

HOUSE.

HOUSE.
WASHINGTON, 29. — The committee on education reported back the reso-lution of inquiry into the management of the institutions using funds appro-priated for the benefit of agricultural colleges. Adopted.
The House went into committee of the whole on the private calendar.
The first bill on the calendar was that to authorize the retirement of Al-fred Pleasanton as Major-General. An amendment was recommended, mak-ing the rank that of Brigadier-General. An amendment was advocated by Bayne, Bel-ford, Rosecrans and McGinnes, and opposed by Steele, Stockslager, Brown and McMillan.
Cutcheon would make the rank Colonel.
White (Ky.) opposed the bill, and in

H. F. 55, granting to American Fork city certain powers, was read three times and passed. A message from the Governor was read, giving notice of approval of the bill changing the name of John Neven-hurst, also from the same objection to the bill relative to the payment of eral of the Adjourned at 4.45 till 10 a.m. to-mor-

St. P. al, Minn., 29.— The delayed trains from Portland, about which sard and there have been so many rumors, have del .ed. A passenger says the first del .ay occurred at Heron, where the receding train was overtaken. The matter remained at Heron four days, and the former three days. Some more trains were halted at Heron before a start could be made. The delay was occasioned by a snow blockade. Is Life Worth Living! Mr. J. J. Corts, Leadville, Colo., says that St. Jacobs Oil once saved his life. He was taken to the hospital to die. Upon using the remedy he was able to leave, a well man.

BANKS.

The Secretary of the Treasury has given notice that he will redeem the bonds in the 126th call prior to maturi-ty (May 1st), with interest to the date LONDON BANK OF UTAH,

LIMITED. 22, Great Winchester St., London,

SALT LAKE CITY, UTAH. Authorized Capital, - - \$778,640 Subscribed Capital, - - \$41,373

Cairo, 29.—Information is received from Casala that the garrison made a sortie ou the 12th and totally defeated Shareholders liable for amount uncalled

on Shares. Drafts payable in England, Scotland or Ireland, sold at low rates of exchange. Interest allowed on Certificates of Deposit, payable on demand. Advances made and approved notes dis-counted at low rates of interest. Jackson, O., 29.-Luke and William Jones, who with Luban Stephen, were found guilty of the murder of Ander-

U. S. DEPOSITORY.

DESERET NATIONAL BANK

SALT LAKE CITY. is excellent grazing.

SURPLUS, - - -

chicago, 28.—Mrs. Jane A. Brooks, a widow lady said to be worth a half million, was arrested at the Palmer House to-night. A number of years ago her husband went on the bond of one Henry M. Cartis as administrator of the estate of which Stanley B. Sax-ton was then a minor heir; suit was brought against the Brooks estate as surety for Curtis, it being alleged that Curtis was a defaulter. The jury to-day rendered a verdict for \$20,000 against the estate, and Mrs. Brooks was arrested to-night. The lady went into hysterics from which she has not rallied. It is feared she will die. IL S. ELDREDGE, President. WM. JENNINGS, Vice-Prest. FERAMORZ LITTLE, JOHN SHAEP, WM. W. RITER, L. S. HILLS, Cashier, JAS. T. LITTLE, Asst. Cashier.

RECEIVES DEPOSITS PAYABLE ON DEMAND

Ruys and Sells Exchange on New York, San Francisco, Chicago, St. Louis, Omaha, Louison, and principal Continental Cities.

the se

AP Makes Collections, remitting proceeds

HOTELS.

Council resumed at 3 p.m. The Chief Clerk read a communica-tion from the House notifying the Council of the reception from the Gov-ernor of H. F. No. 36, a bill to incer-corporate Park City, amended by His Excellency. The House having adopt-ed the amendments the concurrence of the Council was requested Amend-JOHN G. BECHTOL A. G. BECHTOL THE METROPOLITAN New Brick. Newly Furnished.

Corner West Temple and Third South St SALT LAKE CITY.

OVERLAND HOUSE

This House is centrally located, first-class in every respect. Fine Sample Rooms for commercial men on first floor. Also a fine Bar and Billiard Room connected with the house. A first-class Lunch served at the bar rom 8 to 18 p. m. RATES-\$1.50, \$2.00 and \$2.50 per Day. Ar special Bates by the week or month. The D. & R. G. Street Cars pass the house every fifteen minutes.



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224 MAIN STREET, OPPOSITE POST OFFICE. B. M. ELLERBECK. J. C. HEESCH. HEESCH & ELLERBECK,

PLUMBERS, GAS & STEAM FITTERS,

- DEALERS IN -Iron and Lead Pipe and Plumbers Supplies. - AGENTS FOR -

Mitchell, Vance & Co. Gas Fixtures,

PAGE STEAM HEATERS, TUERKS WATER MOTORS.

Salt Lake City, 49 E. First South Street.

TAKING INTO ACCOUNT Our small way of business we realize that we have an



CHAPTER D. "Valeen. Mars., Jeb. 1, 1840. Gentlemen: -I suffer d with attacks of s.ck bes tache "



