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 Bureau Junction to Peoria, Union Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Ottumwa to Farmington, Bonaparte, Bentonsport, Keosauqua, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only road 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 track 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.

We will please you most will be the pleasure of serving 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 warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its 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 PEORIA, with P. P. & J. (C. C. C. & I.), I. B. & 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. & St. Pedro R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. 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., R. & Q. R. Rds.

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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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The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to New PHILADELPHIA AND NEW YORK, AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

All Agents sell them and Check usual 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. Omaha Office, 513 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street, Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For rates or information not attainable from your home ticket agents, apply to

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3 Express Trains

Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car. Reaches Pittsburgh 3.30 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 10.55 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 SATURDAY,

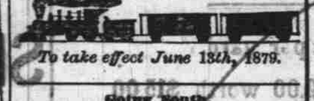
With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 5.00 a m; New York 10.35 a m; Boston 5.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the west. Ask for them via the FORT WAYNE and PENNSYLVASIA LINE.

J. E. WEAD, Gen'l Pass. and Ticket Agent. CHICAGO.

UTAH SOUTHERN RAILROAD



To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave	A. M.	P. M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 28	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 50	1 80
Pleasant Grove	9 00	12 20	1 85
		P. M.	
Provo	9 37	12 45	2 30
Springville	9 51	1 20	2 75
Spanish Fork	10 03	1 35	3 20
Tagum	10 22	2 05	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			
Chicken Creek	12 30	5 20	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	A. M.	A. M.	
Chicken Creek	1 00	7 50	
Nephi	1 40	8 00	75
Moroni	2 04	9 20	1 15
Santaquin	2 40	10 00	2 00
Payson	2 55	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 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 60
Arrive at			
Sandy	5 40	3 40	4 [illegible]
Leave			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	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.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after NOVEMBER 4, 1879.

GOING NORTH.

Stations.	No. 1 Mixed	Miles.	Fares.
TRAINS LEAVE	A. M.		$ c.
Deseret	7.00		
Riverside	7.45	9	1.50
Lemmington	9.15	27	1.50
Mills	10.35	43	2.50
ARRIVE AT			
Juab	11 20	52	3.00

GOING SOUTH.

Stations.	No. 2 Mixed	Miles.	Fares.
TRAINS LEAVE	P. M.		$ c.
Juab	1.30		
Mills	2.15	9	50
Lemmington	3.35	25	1.50
Riverside	5.05	43	2.50
ARRIVE AT			
Deseret	5.50	52	3.00

Nos. 1 and 2 will be run daily.
For all information concerning Freight and Passage, apply to
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JOHN SHARP, Superintendent.

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....OF THE....

DECISION

....OF THE....

SUPREME COURT

....OF THE....

UNITED STATES.

IN THE CASE OF

GEORGE REYNOLDS vs. THE UNITED STATES.

BY GEORGE Q. CANNON.

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WASHBURNE & CO., Only Importers' Depot, 212 Bleecker Street, New York.

For Sale by MOORE, ALLEN & CO., And druggists generally. dw 111 1011

EVENING NEWS.

Thursday, January 15, 1880.

Correspondence.

PAINTSVILLE, Johnson Co., Ky., Jan. 5, 1880.

Editors Deseret News:

Dear Brethren.—We held conference here last Saturday and Sunday, the first I believe that has ever been held in this State. We expected President John Morgan to meet with us but on account of low water in the Big Sandy and other circumstances that could not be controlled he did not reach us until Sunday evening.

Our conference was well attended by Saints and some few strangers. Elders from Utah, F. McDonald, Gordon S. Bills, and Samuel Butterfield, and also the local elders who took part with us in the exercises. The statistical report showed that 33 had been added to the Church during the year.

The authorities of the Church were presented by F. McDonald as sustained at the last semi-annual conference held in Salt Lake City, October 6, 1879.

Elder John Morgan as President of the Southern States mission, Elder F. McDonald as President of the Ky. Conference, Elders Gordon S. Bills, Samuel Butterfield, S. G. Crowley and G. D. Butler as traveling elders. As presidents of branches, Thomas S. Brown, Harman Lowards, all of whom were sustained by uplifted hands.

A good spirit prevailed throughout the meetings the Saints being glad to meet with the elders, some coming 15 or 16 miles on foot on purpose to attend meeting.

We were all pleased to meet with President Morgan last evening, his letters of counsel and advice have always been appreciated, but to enjoy his presence in this wild mountainous country is a feast that the Elders do not meet with often.

We will hold meeting at Paintsville on the 7th inst., at Georgian Creek next Sunday, from there to Louisa, Lawrence County, then back to Johnson County, remaining a few days, when Brother Morgan will leave us for Burk's Garden, Virginia, where he expects to reach about the end of the present month.

Ever praying for the welfare of Zion, I remain as ever,

F. McDONALD.

PAINTSVILLE, Ky., January 7th, 1880.

Editors Deseret News:

I notice in the Rocky Mountain *Presbyterian* for December, a number of items of misrepresentation and falsehood concerning the Latter-day Saints and Mormon life in Utah, with a plea to the charity of the Christian public to donate a few dimes or dollars to help to educate the poor, homeless children of Utah.

In the first place I wish to warn the readers of the *Presbyterian* to be careful who they send money to, for it is well known that Utah has a well organized common school system besides two universities.

In 1870, according to the United States census reports, Utah's enviable record stood as follows: Utah illiteracy, can't read or write, 10 years and upwards, 11 per cent.; United States, 26; Pennsylvania, 19; Massachusetts, 12; New York, 8; District of Columbia, 40. Considering the condition that Utah was settled and the wide strides she has taken in regard to education, it is believed that at the next census Utah will stand ahead of any State or Territory within the confines of the United States.

Now, what is all this howl about? It is to get money by misrepresentation and falsehood, that deceivers may consume it upon their own lusts, and laugh at the deluded Christians friends who have been gulled by the oft-lying word of such men. If they had the true spirit of philantrophy, they would stay at home where charity begins. In many of the States there are hundreds and thousands of just such children as are represented to be in Utah, nor do the Christian people of those States need to pay 50 cents for a picture of a log cabin with one window, as they see hundreds of them at home without a window at all.

And if such men as Coyner would launch forth in this broad field, teach the people of his own state to emulate the "Mormons," take some of the views of their fine cities with him, their fine farms, orchards and gardens, representing a Territory free from debt, and get the mother States to follow in her footsteps, thousands yet unborn might rise up and call him blessed.

F. McDONALD.

GUNLOCK, Jan. 5th, 1880.

Editors Deseret News:

I believe we have never had the honor of having this place mentioned in the NEWS. Gunlock is situated on the Santa Clara, about 20 miles north of St. George. Many people wonder why this place is called by that name, and I would like them to know why it is. At an early day William Hamlin, brother to Jacob Hamlin, crossed the plains in company with the late President George A. Smith, and was so useful in killing buffalos for the company, that Brother Smith gave him the sobriquet of Gunlock Will, and when he came to this place and found Brother Hamlin here, he named the place after him, hence the name Gunlock.

This place has existed as a branch of Santa Clara Ward some time, and was organized into a ward on the 16th of February, 1879. Since then we have been trying to live our religion, and the people here are pretty well united, but we are not living in the order as yet. We have suffered loss this season on account of scarcity of water, but prospects look bright for the future. The mountains are covered with snow. We have no schoolhouse yet, but we have one in process of building. We have Sunday School regularly and meetings are kept up in a building set apart for the purpose. Lest we should tire you, I will close for the present.

Yours, SCRIBBLER.

Domestic Economy.

"My dear fellow," said Lavender, "its all very well to talk about economizing and keeping a rigid account of expenses and all that sort of thing, but I've tried it. Two weeks ago I stopped in on my way home Saturday night and bought just the gayest little Russia leather cream-laid account book you ever saw, and a silver pencil to match it. I said to my wife after supper, 'My dear it seems to me to cost lots of money to keep house.'

"She sighed and said: 'I know it does, Lavvy, but I'm sure I can't help it. I'm just as economical as I can be. I don't spend half as much money for candy as you do for cigars.'

"I never take notice of personalities, so I sailed right ahead. 'I believe, my dear, that if we were to keep a strict account of everything we spend we could tell just where to cut down. I've bought you a little account book, and every Monday morning I'll give you some money and you can set it down on one side, and then on the other side everything you spend, and then on Saturday night we can go over it and see just where the money goes and where we can boil down a little.'

"Well, sir, she was just delighted—thought it was a first-rate plan, and the pocket account-book was lovely—regular *David Copperfield* and *Dora* business. Well, sir, the next Saturday night we got through supper and she brought out that account-book as proud as possible and handed it over for inspection. On one side was 'Received from Lavvy, $50.' That's all right! Then I looked on the other page, and what do you think was there? 'Spent it all.' Then I laughed and of course she cried, and we gave up the account-book racket on the spot by mutual consent. Yes, sir, I've been there, and I know what domestic economy means, I tell you."

How Doctors Thrive.

Excited and anxious patient—Doctor, I do wish you'd tell me what's the matter with me; I'm clear out of sorts this morning and I'm afraid I'm going to be down sick. What is the matter with me?

Doctor (gravely)—Let me see your tongue.

Patient thrusts it out.

What have you been eating?

Patient (reflectively)—Well, I was out last night, had a bit of supper at midnight, oysters raw and stewed, lobster salad, cold tongue, pressed chicken, curds and cream, coffee, some fruit cake, a little cheese and a handful of hickory nuts.

Doctor (doubtfully)—Let me see your tongue again.

Looks at it thoughtfully, then in authoritative tones, "Ah, yes, I see, you've been eating something that doesn't agree with you."

Grateful patient gives him $1.

SHORT AND SHARP.

Those who trample on the helpless are disposed to cringe to the powerful.

The Burlington *Hawkeye* has overheard a poor but honest Iowa tramp say: "Build low roosts and put out the moon and I'll never beg for another morsel of food as long as I live."

Now the winds that softly breathe, and the flowers that garlands wreathe, a gentle hint of summer in the mind implants, and so do the beetles and the spiders and the ants.

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Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. Dewey & Co., 46 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

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The Promoter and Perfector of Assimilation.

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The Builder and Supporter of Brain Power.

Fellows' Compound Syrup is composed of Ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, or any other preparation is a substitute for this under any circumstances.

Look out for the name and address J. I. FELLOWS', St. John, N. B. on the yellow wrapper in watermark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

Sold by all Druggists.

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SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, *Fine Points* 1-2-5-8-15 and *Broad Points* 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

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The subject of Electric Belts versus Medicine, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

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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	6:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	6:40 p.m.
Freight	3:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with 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 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 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 Banking House of McCornick & 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.
J. H. CLARK, Gen'l Supt. d&w

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1879.

Name of Station	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	50
Centreville	7 35	4 16	75
Farmington	7 50	4 32	1 00
Kaysville	8 12	4 53	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	3 20	
Kaysville	10 31	7 10	1 00
Farmington	10 59	7 31	1 35
Centerville	11 04	7 44	1 60
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