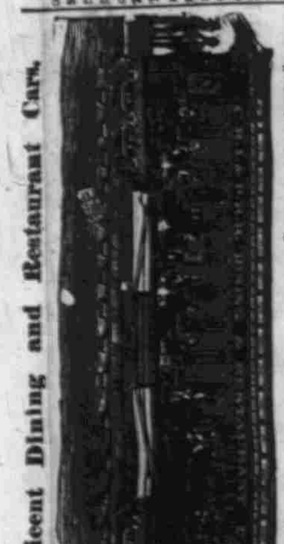
RAILROADS.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

The best of HOTEL meals from full bill of fare after called for, 75 Cents. Thursday and Friday only, meals on the 6 to 8 o'clock. Please pass for what you order.



Magnificent Dining and Restaurant Cars.

$40,000 Expended by this Company in

These cars are run on the Great Overland Express Trains between Omaha and Chicago, and with only one change of cars between the Missouri River and the Pacific Coast.

A. M. SMITH, Gen. Passenger Ag't. A. KIMBALL, Gen. Supt.

2214

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	12:30 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	9:40 p.m.
Freight	2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

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 Bankers' 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.

H. H. CLARK, Gen'l Supt. 490

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After June 20th, 1875.

Name of Station.	No. 1 Passenger	No. 3 Passenger	Fare.
Trains leave			
Salt Lake	7 00	3 20	
*Wood's Cross	7 23	4 02	50
Centerville	7 35	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 25
Arrive at Ogden	9 00	5 40	2 0

Name of Station.	No. 2 Passenger	No. 4 Passenger	Fare.
Trains leave			
Ogden	9 40	2 20	
Kaysville	10 31	3 10	1 00
Farmington	10 52	3 31	1 25
Centerville	11 04	3 44	1 50
*Wood's Cross	11 13	3 53	1 75
Arrive at Salt Lake	11 40	4 20	2 00

*Passing places.

MIXED TRAINS

Will be DISCONTINUED on Friday, April 12th, and until further notice.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, Jr., General Freight and Ticket Agent

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD

On and after Dec. 13th, 1876.

Going South.

Name of Station.	No. 1 Passenger	No. 3 Freight.	No. 5 Freight.	Fare.
Trains leave	A. M.	A. M.	P. M.	
Salt Lake	7 00	6 15	3 00	
Little Cottonwood	7 20	6 45	3 35	50
Junction	7 45	7 15	3 55	75
Arrive at Sandy	7 52	7 25	4 15	1 00
Leave Sandy	8 00			
Draper	8 13			1 25
Lehi	8 30			1 50
American Fork	8 38			1 75
Pleasant Grove	8 52			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 51			3 00
Payson	11 12			3 50
Santaquin	11 43			4 00
Arrive at Nephi	N.			
Ter.	12 00			4 5

Going North.

Name of Station.	No. 2 Passenger	No. 4 Freight.	No. 6 Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 30			
Santaquin	12 57			25
Payson	1 18			50
Spanish Fork	1 42			1 00
Springville	2 01			1 25
Provo	2 16			1 50
Pleasant Grove	3 00			2 00
American Fork	3 10			2 25
Lehi	3 22			2 50
Draper	3 35			2 75
Arrive at Sandy	4 27			
Leave Sandy	4 37	9 15	5 00	3 00
Junction	4 44	9 35	5 10	3 25
Little Cottonwood	5 11	9 55	5 40	3 50
Arrive at Salt Lake	5 40	10 20	6 15	4 00

Nos. 1 and 2 will be run daily.
Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, General Superintendent.

J. SHARP, Jr., General Freight and Ticket Agent.

(OFFICIAL) Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily ..... 8 40 p m
Alta, daily ..... 5 30 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays; Thursdays and Saturdays ..... 4 00 p m
Park City, daily except Sunday ..... 5 00 p m
Summit and Wasatch counties, Tuesdays and Thursdays ..... 3 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, Fridays ..... 7 00 a m
Tooele, 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 ..... 7 30 p m
Bingham Canyon, daily ..... 8 30 p m
South—From Beaver and intermediate points, daily ..... 5 30 p m
Fillmore, Star and San Francisco districts, daily ..... 5 30 p m
St. George and points south of Beaver, alternate days 5 30 p m
Sanpete and Sevier counties, daily, except Monday ..... 5 30 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays ..... 5 30 p m

DEPARTURES.

East—Through mail, daily ..... 8 30 a m
Alta, daily ..... 6 00 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 ..... 8 30 a m
Rich county, Mondays Wednesdays and Fridays ..... 8 30 a m
Morgan county, daily ..... 8 30 a m
North—Davis county, daily ..... 8 30 a m
Weber county, daily ..... 8 30 a m
Ogden, semi-daily 3 30 p m & 8 30 a m
Cache and Box Elder counties, daily ..... 8 30 a m
Corinne and Kelton, daily ..... 3 30 p m
Idaho and Montana, daily ..... 8 30 a m
Boise City and Idaho City, daily ..... 3 30 p m
West—Nevada, California, Oregon, &c., daily ..... 3 30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily ..... 8 30 a m
Bingham Canyon, daily ..... 8 30 a m
South—For Beaver and intermediate points, daily ..... 8 30 a m
For Picche, Star and San Francisco districts, daily ..... 8 30 a m
For St. George and points south of Beaver on alternate days ..... 8 30 a m
For Sanpete and Sevier counties, daily, except Saturdays ..... 8 30 a m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays ..... 8 30 a m

OFFICE HOURS.

General Delivery open from 6 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.

UTAH NORTHERN RAILROAD.

ON AND AFTER

July 14th, 1878.

Trains on this road will leave stations mentioned below as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9.30 a. m.
" Brigham	11.06 a. m.
" Logan	2.30 p. m.
Arrive at Oneida	7.30 p. m.

SOUTHWARD.

	No. 2.
Leave Oneida	7.40 a. m.
" Logan	1.00 p. m.
" Brigham	4.00 p. m.
Arrive at Ogden	5.30 p. m.

Gilmer & Salisbury's Stage Line, to and from Montana, connects with trains at Oneida.

Geo. W. Thatcher,

THE OLD(RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. LINE

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO

Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, & 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 and Patent Safety Platform and Coupler.

ELEGANT EATING HOUSES

With Ample Time for Meals.

3 Express Trains Leave Chicago as Follows.

8.00 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 3.50 a m; Harrisburg 11.40 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 9.15 a m; Baltimore 6.30 p m; Washington 8.00 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; Boston 9.15 a m; Baltimore 6.30 p m; Washington 8.00 p m next day.

This train leaves Chicago depot (until 7.30 p m), affording Philadelphia passengers a full night's rest.

9:10 p. m. Night Express

DAILY EXCEPT SATURDAY.

With Drawing Room Sleeping Cars.

Reaches Pittsburgh 7.20 a m; Harrisburg 8.50 a m; Philadelphia 12.05 p m; New York 3.00 p 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 checks via the FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Gen'l Pass. and Ticket Agent. CHICAGO.

CATARRH

Catarrh of the Nasal Cavities, Acute, Chronic, and Ulcerative, Hay Fever, or Rose Catarrh, Catarrh of the Eye and Ear, and Catarrh of the Throat.

SUCCESSFULLY TREATED WITH

SANFORD'S RADICAL CURE.

CATARRH is a disease of the mucous membrane, [illegible] in individual cases. Catarrh may arise from a [illegible] condition of the blood, from sudden change of atmosphere, wearing wet clothing, or exposure to inclement weather. Catarrh may arise from a chilled state of the digestive organs or in a morbid or inactive condition, and the strength and vital forces exhausted. The disease may arise from a scrofulous condition of the blood, from Scarlet Fever, Measles, and Diphtheria, in which cases the eye and ear are generally involved and discharge quantities of matter. The discharge from the nose, the distinctive feature in all catarrhal cases, from whatever cause they arise, may be thin and watery, and so acid as to parch, irritate and excoriate the skin with which they come in contact, or thick and tenacious, adhering to the nose or clear and white like the white of an egg. There may be an entire lack of secretion, the membrane being dry and feverish, the face flushed and heat and chilliness of manner. The discharge from the nose, the distinctive feature in all catarrhal cases, from whatever cause they arise, may be thin and watery, and so acid as to parch, irritate and excoriate the skin with which they come in contact, or thick and tenacious, adhering to the nose or clear and white like the white of an egg. There may be an entire lack of secretion, the membrane being dry and feverish, the face flushed and heat and chilliness of manner. The discharge from the nose is at times so copious as to fill both nostrils and force into ears, throat, mouth, and hard lumps, which adhere so firmly to the nasal passages and throat as to require a powerful effort of the lungs to dislodge them. The eyes are generally involved in the disease, and become weak, watery, or ill the nostrils the throat may be affected, causing a hoarse and [illegible] voice