A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SOON BE 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, Princeton, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Adair, Adams, 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, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Ames to Harlan. 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 Cars attached, are run each way daily between CHICAGO and PEORIA, LEAVENWORTH, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "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 can get entire meal, as good as any served in any first-class hotel, for never by-by-cents.

Approaching the fact that a majority of the people prefer separate apartments for different purposes than those in passenger coaches (one of this line's outstanding 11), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. Together with the 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, 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 I. S. & M. S., and P., Ft. W. & C. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PRINCETON, with P., R. & 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 B., C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pacific, and St. L., Ke. & N. W. R. Rds.

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

At ATCHISON, with Atchison, Topeka & Santa Fe; Atch. & Neb. and Con. Pac. U. P. R. Rds.

At LEAVENWORTH, with M. K. & T., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

THE PULLMAN PALACE CARS 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.

A full information not obtainable at your home ticket office, address

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket 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	6.15 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 Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central 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 towns 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. 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. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. 690

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woods Cross	7 25	4 03	60
Centreville	7 33	4 15	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 58	1 35
ARRIVE AT			
Ogden	9 00	5 45	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 42	7 31	1 35
Centreville	10 54	7 44	1 60
*Woods Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.20 a.m., leaving Salt Lake at 3.05 p.m., arriving in Ogden at 6 10 p.m., leaving Ogden at 8.30 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 8.45 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 PASSENGER.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Gennania	7 23	8 10	60
Lewiskiln	7 28	8 20	65
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 55	9 00	
Draper	8 07	9 10	1 00
Lehi	8 14	9 21	1 25
American Fork	8 20	9 31	1 40
Pleasant Grove	8 26	9 41	1 50
		P.M.	
Provo	8 37	12 45	2 00
Springville	9 00	1 10	2 75
Spanish Fork	9 08	1 20	3 00
Payson	9 20	1 35	3 50
Santaquin	9 30	1 45	3 75
Mona	9 40	1 55	4 25
Nephi	11 00	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE	P.M.	A.M.	
Juab	1 00	8 00	
Nephi	2 40	9 00	75
Mona	2 50	9 10	1 00
Santaquin	3 00	9 20	1 25
Payson	3 10	9 30	1 50
Spanish Fork	3 25	9 40	1 60
		A.M.	
Springville	3 35	9 50	1 75
Provo	4 00	10 20	2 00
Pleasant Grove	4 15	10 35	
American Fork	4 25	10 45	
Lehi	4 35	10 55	
Draper	4 52	11 10	
ARRIVE AT			
Sandy	5 00	11 20	4 00
LEAVE			
Sandy	5 05	11 25	4 00
Junction	5 10	11 35	4 00
Lewiskiln	5 20	11 45	4 00
Germania	5 27	11 55	4 00
Morgan	5 37	12 05	4 00
ARRIVE AT			
Salt Lake	5 45	6 00	5 00

Nos. 1 and 2 will be run Daily.
Nos. 3 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Cove	5 40	50	2 50
Deseret	7 45	69	3 50
Riverside	8 48	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	1 40	9	50
Lemmington	3 00	23	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Cove	6 20	71	3 75
Black Rock	8 30	99	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.

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—

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 vestibule 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 8.30 p.m.; Washington 9.00 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 1.30 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 7.10 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.00 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 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 "
" Bevers	at 8.05 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.30 p.m.
" Bevers	at 3.40 "
" Jordan	at 3.50 "
Arrives at Junction	at 4.05 "

On Sundays:

Leaves Bingham	at 4.30 p.m.
" Bevers	at 5.40 "
" Jordan	at 5.50 "
Arrives at Junction	at 6.05 "

S. D. RICHARDS, Agent, Bingham.
J. G. KENDALL, Agent, Junction.

Wel De Meyer's CATARRH

CURE. Unquestionably the most important medical discovery since vaccination. A remedy which assimilates with the mucous membrane and forms not only local, but a constitutional cure at any stage. One package generally suffices. Delivered by Druggists or by D. B. DAWBY & Co., 46 Dey Street, N. Y., $1.50 complete. Treatise and remarkable testimonials by the cured, mailed free. The afflicted can refer to:

Dr. W. H. THURMOND, Elgin, Ills.
Mrs. H. HARPER, 703 Stout St., Denver, Col.
SHELDON COLLINS, Baldwin's Hotel, San Francisco;
Miss MARGUY E. RANKEN, 491 Clark St., Chicago
Mrs. M. E. SERENY, 3023 Savannah St., St. Louis;
MLLE AIMEE, Opera Prima Donna;
PAUL BOYTON (the Swimmer), Pushing, L. I.;
SAM'L BENEDICT, 607 Broadway, N. Y.;
Rev. C. H. TAYLOR, 140 Noble St., Brooklyn, N. Y.;
Dr. F. M. CLARK, 8 Montgomery St., San Francisco;
Rev. GEO. E. PRATT, St. Stephens Church, Phila.;
Rev. C. E. JOHNS, New Brighton, N. Y.; &c.
A real cure for Catarrh for $1.50! 69 eow 6m

FAMILY RECORDS!

WE ARE NOW PREPARED to receive orders for FAMILY RECORDS of an approved form. Each book is divided into four forms.

The first form is that of a "FAMILY RECORD," with ruled and printed spaces for births, marriages and deaths, in each family, also for names, dates, and places, one page accomodating one family.

The second form is a "CHURCH RECORD," with spaces for blessings, baptisms, confirmations, ordinations, endowments, and patriarchal blessings and various particulars of the same.

Thethird form is a "SEALING RECORD," with spaces for name of person sealed, birth, death, time, place, etc.

The fourth form is a "BAPTISM FOR THE DEAD RECORD," with spaces for names, dates, birth, death, baptism, confirmation, etc.

The fifth form is a "RECORD for BAPTISMS, ENDOWMENTS, ORDINATIONS, and SEALINGS for the DEAD."

Each book is furnished with a title page, on which the person owning the record can enter his or her name. An explanation of the forms, or instructions how to keep the record is also printed in each book, and its pages are numbered.

These records are well printed, and ruled on good ledger paper, substantially bound in full sheep, English roan, or Bock. We can furnish them of any size, from one to five quires, or larger, but probably five quires is as large as will be desired. We can also furnish the various forms in a record, proportioned to each other, to order.

PRICES:

A Book of	Full Flesher	½ Roan & Cloth	Full Roan	Full Bock
1 Quire	$3 50	$3 50	$4 50	$5 00
2 "	5 00	5 00	6 00	6 50
3 "	6 50	6 50	7 50	8 00
4 "	8 00	8 00	9 00	9 50
5 "	9 50	9 50	10 50	11 00

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS—The standard single rate weight is ½ oz. avoirdupois.
Single rate letter throughout the United States ..... 3 cents.
For each additional ½ oz. or fraction ..... 3 "
Drop Letters, single rate ..... 1 "

NEWSPAPERS AND PERIODICALS—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

PACKAGES—Parcels, unsealed, 1 cent per ounce.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs avoirdupois.

Rates of Foreign Postage.

	Letters.	Newspapers.
Greece, closed mail, via England	5 cts.	2 cts.
Hong Kong, American packet, via San Francisco	10 cts.	2 cts.
Italy, direct closed mail, via England	*5 cts.	
Italy, via North German Union, direct	5 cts.	2 cts.
Japan, American packet, via San Francisco	10 cts.	2 cts.
Mexico	10 cts.	2 cts.
New Zealand, via Southampton	12 cts.	2 cts.
Norway, via North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts.
Portugal, via England	5 cts.	2 cts.
Russia, via North German Union direct	*5 cts.	2 cts.
Russia, closed mail via England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States, Atlantic Coast, via England	27 cts.	4 cts.
Brazil alone from New York	15 cts.	2 cts.
Argentine Republic and Uruguay, via American packet from New York	23 cts.	10 cts
Pacific Coast, Peru, Ecuador, Bolivia and Chili	17 cts.	4 cts.
Spain, via New Orleans	5 cts.	2 cts.
Sweden, via North German Union direct	*5 cts.	2 cts.
Sweden, closed mail via England	*5 cts.	2 cts.
Switzerland, direct closed mail via England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts.
West Indies (British and Danish) American packet from New York	5 cts.	2 cts.
(British), British mail via St. Thomas	12 cts.	4 cts
(Not British)	5 cts.	2 cts

The standard single rate to Great Britain is half an ounce avoirdupois; to France and the Continent (by Prussian closed mail) is 15 grammes or one quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

Registered Letters and Money Orders.

REGISTRATION.—Letters may be registered on payment of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for subscurrings or compensation in case of loss.

MONEY ORDERS.—All principal post offices now receive small sums of money and issue drafts for the same upon other post-offices, subject to the following charges and regulations:

On orders not exceeding $15 ..... 10. cent.
On orders not exceeding $30 ..... 15 "
Over $30 and not exceeding $40 ..... 20 "
Over $40 and not exceeding $50 ..... 25 "

INTERNATIONAL MONEY ORDERS on Great Britain, Germany and Switzerland may be obtained upon the payment of the following fees, viz:

GREAT BRITAIN.

On orders not exceeding $20 ..... cents
Over $20 and not exceeding $40 ..... 10 cents
Over $40 and not exceeding $60 ..... 15 cents
Over $60 and not exceeding $80 ..... 20 cents
Over $80 and not exceeding $100 ..... 25 cents

GERMANY.

Same as Great Britain.

SWITZERLAND.

Same as Germany.

EVENING NEWS

Friday, Jan. 14, 1881.

A STERLING OLD POEM.

Who shall judge man from his manner,
Who shall know him by his dress?
Paupers may be fit for Princes,
Princes fit for nothing else.
Crumpled shirt and dirty jacket
May be the golden ore
Of the deepest thoughts and feelings—
Satin vest can do no more.

There are streams of crystal nectar
Ever flowing out of stone;
There are purple beds and golden,
Hidden, crushed and overthrown,
God, who counts by souls, not dresses,
Loves and prospers you and me,
While He values thrones the highest
But as pebbles in the sea.

Man, upraised above his fellows,
Oft forgets his fellows then;
Mistake—rulers—lords, remember,
That your meanest kinds are men!
Men of labor, men of feeling,
Men of thoughts, and men of fame,
Claiming equal rights to sunshine
In a man's ennobling name.

There are frame-embedded oceans,
There are little wood-clad rills;
There are feeble inch-high saplings,
There are cedars on the hills.
God, who counts by souls, not stations,
Loves and prospers you and me;
For to Him all vague distinction
Are as pebbles in the sea.

Toiling hands alone are builders
Of the nation's wealth and fame;
Titled laziness is pensioned
Fed and fattened on the same;
By the sweat of other foreheads,
Living only to rejoice,
While the poor man's outraged freedom
Vainly lifts its feeble voice.

Truth and justice are eternal,
Born with loveliness and light;
Secret wrongs shall never prosper
While there is a sunny right;
God, whose world-wide voice is singing
Boundless love to you and me,
Links oppression, with its titles,
But as pebbles in the sea.

An Arizona Wonder.

For several years the existence of a curious cave near Greaterville has been known to the miners of the vicinity, but the difficulty of thorough exploration has deterred many from visiting it, and half its wonderful extent is as yet unknown. From P. J. Coyne, a well-known and reliable prospector, who is in the city, in company with Mr. Johnson, a *Citizen* reporter this morning gathered some interesting facts regarding the cave, the result of a partial exploration. The cave, which is known by the miners as the Aztec, is located about four miles south of the Greaterville placers, in a limestone ridge. Quite recently a party of miners, numbering eight or ten, including Mr. Coyne, determined to discover if possible the extent and resources of the cave, and provided themselves with ropes, candles and other necessities. They explored seventeen rooms in all, the corridors and approaches to which extend for nearly a mile from the entrance. They experienced great difficulty, as their progress was frequently interrupted by abrupt breaks in the plane of the cave, at which breaks they rapidly used up their available supply of ropes. The cave has two entrances, which lead into an oval cavity, thence a corridor leads into a large room, and thence into a still larger. In from the latter are two smaller cavities, and these comprise the extent of former explorations. In them have been found at various times in the past relics of Indian occupation, including arrows and skeletons. In one place several Indian skeletons were found in a depression in the floor of the cave, evidently fashioned by human hands. This latter room is described as being of marvelous beauty. It is irregular in shape, and is full of all the various forms which the action of time has the power to create. In one of these rooms is a group of almost perfect statuary. It consists of a large block of limestone in the shape of a man; woman and child, the man being in the centre, and also having the closest resemblance to humanity. The head is especially like that of a man, having the features almost distinct, and surmounted by a hat. A short distance away from the group, in the flickering candle light, the illusion is said to be absolutely perfect. At this point the cave discloses the strange feature of being two-storied, to reach the lower rooms of which it was necessary to descend by means of ropes. Here the extent of the old explorations cease, and the adventurers had to be careful lest some new and strange feature of the cave should cause them trouble. In one of a group of three lower rooms was found a huge stalagmite, which was instinctively called Pompey's Pillar. It is three feet in diameter at the base, and lessens gracefully in size to the roof of the cave, 30 feet high. This is probably 600 feet below the surface. From the rooms last mentioned a corridor leads to a very large and irregular cavity, and from this small corridors lead to very beautiful rooms, which were given the names of different members of the exploring party. The one named for Mr. Coyne is the largest in the cave. From what was named "Hale's room" the party followed a steeply inclined tunnel 75 or 80 feet long, which terminated in a large abyss 60 or 70 feet in diameter. After lowering one of the party down the perpendicular sides from the mouth of the tunnel as far as the remaining rope would permit (about 70 feet), and failing to find bottom, the explorers named it the "Bottomless Pit," and retraced their steps to the surface, resolving to return at a future time and see "what there was in it." The exploration of the "Pit" will reveal some strange features, as there must be some outlet to the open air at the bottom, Mr. Coyne stating that while the air was oppressive and stale at a number of the remoter recesses of the cave, the atmosphere in the "Pit" was fresh and good.—*Tucson Citizen, Nov. 30.*

A Lost Son Found.

About 18 months ago the son of policeman Mark Lawrence, of the Second Precinct, 14 years old, suddenly disappeared, and in spite of every effort made to discover his whereabouts, no tidings of him could be obtained. It was at first thought that he had been drowned or kidnapped, but these suppositions were at length dispelled, and the bereaved parents settled down to the belief that the boy had gone away voluntarily, influenced by some visionary idea of seeking his fortune alone and unaided.

They still, however, mourned for him almost as one dead, harassed by the doubt and mystery that surrounded his disappearance. With this troubling in mind the father lay down to sleep a few days ago, he sleeping in the daytime as he is on duty at night, and while asleep he dreamed, as he alleges, that he saw his long lost son on board a canal boat lying at the Long Dock, and that the name of the captain of the boat was Hoffman. On awakening, the dream took so firm hold upon his mind that it appeared a reality, and he at once proceeded to the dock and made inquiry for Captain Hoffman, and was informed that a canal boat having a captain of that name had been lying there, but a day or two before had gone to Perth Amboy, and also that a boy was on the boat who answered the description of his son. Officer Lawrence what he had dreamed and ascertained, and the latter, more to satisfy Lawrence than from placing any faith in the efficacy of the dream, telegraphed to Perth Amboy, making inquiry for Captain Hoffman, and received an answer that the latter had been there, but had sold his boat and gone to his home in Ulster County, New York, taking with him a boy who was in his employ.

On the receipt of this information, Lawrence wrote a letter to Captain Hoffman, describing his son, and asking if such a boy was with him. On Friday morning last, Mrs. Lawrence, in the absence of her husband, received the Captain's reply, stating that the boy who had been with him on the canal boat, was undoubtedly their son, but that he was now living with a neighboring farmer. The following day, Mrs. Lawrence started for that place, and on arriving there was overjoyed to find that the canal boat boy was indeed her long-missing son, and the joy of the boy on seeing his mother was equally great. She found that he had a comfortable home on a farm, was going to school and making rapid progress in his studies; his teacher begged that he be allowed to remain one week longer, when he would receive a diploma. That time being so short to what had passed since his disappearance, she finally consented, and returned home with the joyful news to her husband, who did not until her return know where she had gone. The boy gave as his reason for leaving home that he had played truant from school and stayed out late at night, and was afraid his father would whip him. At the end of another week he will return to his home, bringing happiness and joy to his parents, and in this case, at least, proving the efficacy of a dream.—*Jersey City Journal.*

RAILROAD FREIGHT REPORT.

Statement of Freight received and forwarded over the

UTAH CENTRAL RAILROAD

During the month ending December, 31, 1880.

RECEIVED.

Class.	Lbs. Weight.
Merchandise	2,946,915
Coal	148,843,240
Coke	2,699,220
Charcoal	496,000
Ore	296,460
Building Material	67,490
Lumber	570,310
Wagons	319,260
Machinery	169,030
Live Stock	7,500
Grain	624,229
Flour and Millstuffs	127,830
Railroad Material	18,220
Pig Iron	110,530
Sundries	473,385
Total	22,820,919

FORWARDED.

Merchandise	262,024
Bullion	2,436,407
Ore	40,000
Lead	239,543
Salt	2,000
Wool and Hides	210,076
Machinery	20,000
Dried Fruit	34,530
Copper Matt	3,158
Wagons	1,500
Fire Clay and Brick	20,000
Live Stock	20,000
Grain	178,076
Sundries	169,218
Total	3,636,532

UTAH SOUTHERN RAILROAD.

RECEIVED.

Merchandise	1,297,821
Bullion	2,363,893
Ore	2,764,719
Rock	598,085
Iron Ore	2,759,000
Wool and Hides	81,959
Hay	75,500
Lead	239,540
Coke	119,060
Copper Matt	3,158
Coal	985,386
Building Material	397,690
Flour and Millstuffs	44,380
Grain	10,000
Dried Fruit	11,982
Lumber	78,450
Live Stock	80,000
Charcoal	20,000
Sundries	144,505
Total	10,389,099

FORWARDED.

Merchandise	1,308,727
Coal	2,974,730
Charcoal	445,000
Coke	2,774,760
Lime and Lime Rock	1,634,450
Ore	1,561,224
Building Material	341,000
Lumber	242,055
Wagons	94,000
Railroad Material	38,500
Grain	307,700
Flour and Millstuffs	86,510
Fire Clay and Brick	68,300
Machinery	172,091
Hay	112,209
Live Stock	21,000
Green Fruits and Vegetables	46,552
Iron Ore	1,228,000
Salt	4,000
Sundries	83,250
Total	13,093,848

UTAH SOUTHERN R. R. EXTENSION.

RECEIVED.

Merchandise	13,388
Bullion	709,169
Wool and Hides	17,317
Ore	536,721
Dried Fruit	2,783
Sundries	6,030
Total	1,285,37[illegible]

FORWARDED.

Merchandise	639,940
Coal	754,995
Lumber	380,000
Hay	123,300
Grain	207,522
Flour and Millstuffs	43,543
Live Stock	28,000
Wagons	40,000
Machinery	28,700
Building Material	10,551
Fire Clay and Brick	32,800
Railroad Material	49,000
Green Fruit and Vegetables	44,000
Iron Ore	1,271,300
Coke	854,000
Ore	159,387
Sundries	20,000
Total	4,549,782

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