

**THIS IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY. WE SEE BY EXAMINING THIS MAP, THAT THE**

**CHICAGO, ROCK ISLAND AND PACIFIC RY.**  
Being the Great Central Line, affords to travelers, by reason of its unrivaled geographical position, the shortest and best route between the East, 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, Joliet, Peoria, Ottawa, La Salle, Danvers, Rock Island, and Pacific, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Dubuque, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Ansonia, Ansonia, Marine, Guthrie Center and Council Bluffs, in Iowa; Galatia, Trenton, Campton and Kansas City, in Missouri; and Leavenworth and Atchison in Kansas, and the busi-ness centers of cities, villages and towns intermediate.

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It is familiarly called, owing to the advantages and comfort incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, equipped with COMMODIOUS, WELL VENTILATED, HEATED, FINELY UP-FOURTEEN AND REGULAR DAY COACHES; a line of the MOST MAGNIFICENT BOATON RECLINING CHAIR CARS, and Pullman Palace Sleeping Cars, and Dining Cars, that are acknowledged by all to be the finest run upon any road in this country, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

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TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL, via the famous

**ALBERT LEA ROUTE.**  
January 1893, a new line will be opened, via Seneca and Kanabos, between Newport, A. W., Richmond, Chicago, Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried on Fast Express Trains.  
For more detailed information see Maps and Folders, which may be obtained, as well as tickets, at all principal Ticket Offices in the United States and Canada, or of

**U. S. CABLE, E. ST. JOHN, CHICAGO.**  
For Freight and General Manager.

**TUTT'S PILLS**

**TORPID BOWELS and DISORDERED LIVER.**  
From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bile, costive, Sick Headache, fullness after eating, aversion to exercise of body or mind, Irritability of temper, Nervousness, a feeling of being neglected some day, Distress, Swelling at the Heart, Drows before the eyes, highly colored Urine, CO-RETIATION, and demand the use of a remedy that acts directly on the Liver as a Liver medicine. TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "avenues of the system," producing a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work, and are a perfect ANTIDOTE TO MALARIA.

**TUTT'S HAIR DYE.**  
GRAY HAIR WHEN CHANGED TO BLACK BY A GENTLE BLACKING, with a single application of this DYE. Sold by Druggists, or sent by express on receipt of \$1. Sold everywhere. Office, 44 Murray St., N. Y.

**EVENING NEWS.**  
Saturday, December 27, 1884.

**BY TELEGRAPH.**  
THE SPANISH-AMERICAN TREATY DEFENDED.

**GOVERNOR CLEVELAND'S PRO-GRAMME.**

**HORRIBLE DEATH BY FIRE IN TEXAS.**

**ALL DROWNED BUT ONE.**

**THEATRICAL TROUBLES IN NEW YORK.**

**The Spanish Treaty Defended.**  
Washington, 26.—The following explanatory letter in regard to the Spanish treaty, written by Secretary Frelinghuysen, was sent this afternoon to the chairman of the Senate committee on foreign relations:

DEPARTMENT OF STATE,  
Washington, Dec. 26th.

Hon. John F. Miller, Chairman of the Senate Committee on Foreign Relations.

SIR:—I have received your letter asking whether there are any political considerations important to this country relating to the treaty between the United States and Spain as to Cuba and Porto Rico, and also inquiring of me whether I have any suggestions to make in answer to the objections to the treaty which you assume I have no. I have undertaken pursuant to a policy which had already received the sanction of the Senate, and upon the proposition originating in the House for a commission to Central and South America to ascertain means of fostering more intimate relations of friendship and commerce with them. The same policy had obtained approval of the Senate by the ratification of the convention with Mexico. The convention now before you, in its political aspect, is a subject of great importance, and there is a disposition in the United States to give it the most careful consideration. Such action would be unwise, for reasons which are apparent to your committee; for, even should it be completed by general consent, our institutions would be endangered by an incorporation into our body politic of a large population not in entire sympathy with our Government, aims and methods. The treaty removes the causes of complaint as to the treatment of our citizens, and the property in Cuba and Porto Rico, which have heretofore led to serious discussion between the two Governments, and by bringing the islands into closer commercial connection with the United States, confers upon us and upon them all the benefits which would result from annexation, were that possible. The treaty, moreover, opens a series of international engagements following the reciprocity treaty with Mexico, the content of the Cuba and Porto Rico to our products. The treaty with San Domingo opens a similar series of engagements with the Central American States, and with Colombia, tend to the same object. In conjunction with the treaty with Nicaragua, for the construction of a canal, and the treaty while bringing the most distant parts of our own country into closer relations, opens the way to the establishment of a new and important branch of our commerce, and gives us at our doors a customer able to absorb our surplus products. Now let me refer to some objections made to the Spanish convention. It is said that we are to import sugar from Cuba and Porto Rico, estimated at the basis of existing traffic at from \$3,000,000 to \$5,000,000, in return for a reduction of duties upon our products imported into Cuba and Porto Rico, estimated at the basis of existing traffic at from \$3,000,000 to \$5,000,000. The reduction of duties upon our products, when for the public good, is in the line of our national policy. It was done in the case of coffee, which, by the act of May 1st, 1872, was placed on the free list, without attempt to obtain reciprocity for the coffee of the island. It is also said that the treaty gives us a monopoly of the sugar market of Cuba and Porto Rico, which is not true. It is also said that the treaty gives us a monopoly of the sugar market of Cuba and Porto Rico, which is not true. It is also said that the treaty gives us a monopoly of the sugar market of Cuba and Porto Rico, which is not true.

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**J. W. GUNN, M. D., Physician and Surgeon,**  
Office, 107 MAIN STREET, Over Office, Fitts and Co's. Drug Store Salt Lake City.

**Parents Children's Shoes with A.S.T.C.**

**BLACK TIPS MARKING THE TOES.**

**GEO. C. RISER, PIONEER BOOT SHOE MAKER,**  
**HAS REMOVED**  
From his Old Stand to

**No. 66 Market Row,**  
A few doors west of Price & Clive's, where he will be pleased to see his old patrons and the public generally.

**WEBER COAL!**  
Home Coal Company,  
DEALERS IN—  
**COAL from the Wasatch and Crimson Mines,**  
Coalville, Utah.  
Price, Delivered.....\$2.00 per ton.  
At Yard.....\$1.50

**LEAVE ORDERS WITH HENRY DINWIDDIE,**  
Nos. 27 to 41 W. First South Street, SALT LAKE CITY.

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**UTAH CENTRAL RAILROAD**  
**NEW TIME CARD, DEC. 20, 1884.**

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

**Going North.**  
Atlantic Express at 7:30 a.m.  
Pacific Express at 4:35 p.m.

**Going South.**  
Milford Express at 10:45 a.m.  
Joliet Express at 7:30 a.m.

**Passenger Trains Arrive in Salt Lake, daily as follows:**

**From North.**  
Atlantic Express at 10:45 a.m.  
Milford Express at 10:45 a.m.

**From South.**  
Joliet Express at 7:30 a.m.  
Milford Express at 10:45 a.m.

Freight Trains leave Salt Lake daily, except Sundays, for North at 8:35 a.m. and 5:30 p.m.; for South at 5:40 a.m. and 1:15 p.m.

FLANCOFF CO.,  
General Freight and Passenger Agent.

**JOHN SHARP,**  
General Superintendent.

**THE SHORTEST AND MOST DIRECT ROUTE TO THE EAST**

**IS VIA THE ATCHISON, TOPEKA & SANTA FE**

**PUEBLO**

**WITH THE DENVER & RIO GRANDE RAILWAY**

**THIS NEW LINE**

**IS SPLENDIDLY EQUIPPED WITH PULLMAN SLEEPING CARS, STEEL RAILS, SPEED! SAFETY! COMFORT! LUXURY!**

**QUICKEST TIME TO THE MISSOURI RIVER.**

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