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; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only railroad 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 berth 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.

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 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 inform you that the 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 across 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.

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At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T. P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

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At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & M. (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.

At KEOKUK, with Toledo, Peoria and Warsaw, Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe, Atchison & Neb. and Can. 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.

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

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

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Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

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 Offices, 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; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

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

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With the popular vestibule sleeping car.

Reaches Pittsburgh 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 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 8.00 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.

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IMMEDIATE RELIEF WARRANTED. PERMANENT CURE GUARANTEED. Now exclusively used by all celebrated Physicians of Europe and America, becoming Popular, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1 a box; 6 boxes for $5. Sent to any address on receipt of price. Endorsed by Physicians. Sold by Druggists. Address

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Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

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Henry's Carbolic Salve cures the worse sores.
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Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other. BEWARE OF COUNTERFEITS.

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CURES IN ONE MINUTE.

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UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Traffic leaves Salt Lake	A. M. 7 00	A. M. 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	9 45	85
Leaves Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
Amer'can Fork	8 56	11 35	1 80
Pleasant Grove	9 06	11 50	1 95
		P. M.	
Provo	9 27	12 25	2 30
Springville	9 [illegible]	1 [illegible]	2 [illegible]
Spanish Fork	10 [illegible]	2 [illegible]	3 [illegible]
Payson	10 [illegible]	2 [illegible]	3 [illegible]
Santaquin	10 [illegible]	2 [illegible]	3 [illegible]
Mona	11 [illegible]	3 20	4 30
Nephi	11 50	4 30	4 75
Arrive at Chicken Creek	12 30	5 30	5 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Traffic leaves Chicken Creek	P. M. 1 40	A. M. 7 50	
Nephi	2 24	9 00	
Mona	2 34	9 40	1 25
Santaquin	2 40	10 50	1 75
Payson	2 55	11 [illegible]	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 [illegible]	12 [illegible]	3 00
Pleasant Grove	3 [illegible]	1 [illegible]	3 50
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at Sandy	5 40	3 40	
Leaves Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 05
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	150
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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[illegible] & EMPERSHEND

EVENING NEWS.

Saturday, January 17, 1880.

BY TELEGRAPH.

WESTERN.

News from the Northwest.

SAN FRANCISCO, 16.—A Victoria dispatch of the 11th inst., announces that Oppenheimer, Onderdonk & Co., have secured three sections of the Canadian Pacific Railroad, which gives general satisfaction here, and the newspapers approve of it warmly, it being understood that Chinese labor will be excluded from the work, and that domestic manufactures and productions will be largely increased.

Great preparations are in progress for spring business. Heavy storms and intense cold continue. The snow at Yale is reported to be ten feet deep. Stock is suffering greatly in the interior, and business is everywhere at a stand still. Friday afternoon a remarkable windstorm from the northwest continued throughout the night, and the cold was intense. Two persons in this city were caught in the storm and nearly perished before assistance came.

Within the past few days, under orders from Ottawa, inquiries have been set on foot to ascertain the capacity of the city and county to furnish supplies for railway contractors. The leading workingmen, foundrymen, boot and shoe and other manufacturers, importers and stock raisers have been interviewed on the subject, and the result of these inquiries has been forwarded to Ottawa It is understood the report is eminently satisfactory.

A Seattle dispatch of the 12th says: The depth of snow up to this morning is 52 inches. It is raining now and the snow is settling rapidly in this place. The weight of snow demolished two warehouses, three blacksmith shops and one mill; outbuildings and awnings are much damaged. At Olympia, Lacoma, Port Townsend, Steilacoom, Snohomish and several mill ports considerable damage has occurred, the amount of which, as also that throughout the farming districts, cannot be definitely ascertained. Two deaths so far have been reported.

A clerk in the store of Ezra Meeker, at Puyallup, on Wednesday night, started out to take some provisions to a destitute family and getting lost, perished in the snow. His body was found the next morning.

A man, named Mason, of Portland, started from Kalama afoot over the Northern Pacific Railroad for Tacoma; his body was found on Sunday near Yelm Station, standing erect in the snow up to the waist.

Correspondence.

NEWTON, Cache County, Utah Territory, Jan. 15, 1880.

Editors Deseret News:

Our Christmas entertainments were mostly in the interests of the rising generation. The Sabbath School gave an exhibition which was well attended by the juveniles. After the exercises, the superintendent and assistants gave about $17.00 worth of prizes, commencing with those that had the most days on the roll of attendance. The gifts consisted principally of bibles, testaments, Brother Cannon's First Mission to the Sandwich Islands, etc.; nearly all received a prize of some kind.

The people are feeling pretty well. There is very little sickness among us at present. The weather is cold, some stock is dying for want of feed. The donations subscribed by the people of this settlement to the Logan Temple, amounts to somewhere in the neighborhood of $1,500 yearly, etc.

We have our meetings on Sundays, and during the week well attended. The young men hold their meetings weekly. The Dramatic Association gives an entertainment once or twice a month, and thus with meetings, social parties and theatrical entertainments, the time is profitably spent.

I pray God to bless the Saints. I remain, etc.,

JONAS N. BECK.

BEAVER CITY, Utah; January 10th, 1880.

Editors Deseret News:

Our holidays have passed off quietly and cheerfully as far as I have been able to learn. The Sabbath Schools of each Ward had a beautiful Christmas tree, well supplied with presents, and which gave general satisfaction.

Some snow still on the ground, and plenty of ice in our ditches and canals, for all purposes. The general health of the people is good, and a spirit of life and zeal for the "good cause," seems to be manifest by the Latter day Saints.

A few evenings ago the members of the choir and brass band, with a number of friends, called on President John R. Murdock, at his residence, on the eve of his departure for the Legislative Halls, and subsequently to the Eastern States on a mission.

After a number of pieces, songs and recitations by the band, choir and individuals, speeches were made by Bishop Smith, Wm. Robinson and others, all expressing the high regard felt for our worthy President, and were responded to with much feeling by President Murdock.

He thanked the people for this and every other mark of respect tendered to him during his residence in Beaver, and hoped to be able to always merit the good will and confidence of his brethren and sisters.

An excellent feeling prevailed, and it was near midnight when the party, with many good wishes for his success, in both his fields of labor, retired.

We had a very pleasant visit from President Henry Lunt, of Cedar City, and Brother Wm. Mitchell, of Parowan, yesterday, in our Sabbath meeting, who addressed the Saints in an interesting manner.

Wishing the success of the DESERET NEWS, which is always looked for with interest, and the blessings of the Lord upon you, I remain your Brother in the Covenant,

W. ASHWORTH.

Legislation.

SALT LAKE CITY, Jan. 16, 1880.

Editor Deseret News:

The bill H. F. No. 1, for the removal of the "political disabilities of the women of Utah" introduced by Hon. C. W. Penrose, in the House of Representatives, on the 12th inst., is of momentous import. When we consider the social position of woman, and the great and genial influence wielded by her in society, it seems remarkable that any legislation of this nature should ever have become necessary. That she has not enjoyed equal political rights with her brother, from the beginning, is "passing strange"

We most heartily sustain the ladies in their invincible position. The weighty argument of Mr. Penrose, as published in last evening's News will be acceptable to every right-thinking mind, and noble hearted citizen.

The Anglo-Saxon is foremost in the vanguard for woman's elevation. From Holy Writ we learn that in the morning of creation the Great Creator said, "Let us make man in our image, after our likeness;" "So God created man in his own image in the image of "God created He him, male and female created He them. And God blessed them, and God said unto them, 'Be fruitful and multiply, and replenish the earth, and subdue it: And have dominion over the fish of the sea, and over the fowls of the air, and over every living thing that moveth upon the earth.'"

Perfect equality, the man, however, for order's sake, leading, God pronounced woman man's "helpmeet."

At present this rational question is the subject of discussion in all the world. When I was in England, in '76, a bill was before the British Parliament in favor of extending the franchise to women, nationally, so far as to enable a certain class possessing property to a certain amount, the right to vote for members of Parliament. The leading spirits of the day voted in its favor, amongst whom in bold relief shone the name of the prime minister, Lord Beaconsfield! In writing to a popular journal, *Public Opinion*, I expressed pleasure and said that in voting as he did, in my estimation as an American citizen, he elevated himself "one hundred per cent," and expressed regret that the noble Lord and his friends to the measure were in the minority. Bias must and will give way eventually, and right conquer in a righteous cause.

I have not the least doubt that our Legislature will pass the bill, very properly denominated, from its true position before the House, Number One! To do so will give the majority of the people of Utah great satisfaction, and unlimited confidence in the wisdom and good judgment and liberal spirit of their legislators. God speed our legislative plow!

Yours very truly, INDEX.

Wei De Meyer's CATARRH

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.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

LOST.

AT FRANKLIN, Idaho, Nov. 21st, 1879, One small bay HORSE, 4 years old, with light mane and heavy tail, three shoes on when lost, small white spot on back, no brands known of.

Any person giving information of the same will be rewarded by applying to Benjamin Porter, Franklin, or at the DESERET NEWS office. 641

A. D. WHEELER,

Lately of U. S. Land Office,

LAND AGENT & ATTORNEY

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ATTENDS promptly to Preparing Land and Mining Papers, Contests, etc. Furnishes Plats of Surveys, Information, etc., to interested parties. Furnishes inducements for paying Pre-emption Claims with Scrip. Will answer correspondence free. Refers by permission to

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L. S. Hills, Cashier Deseret National Bank.
W. S. McCornick & Co., Bankers.
T. R. Jones, Banker.
Wells, Fargo & Co., Bankers. d&w

TRUSTEE'S SALE.

PUBLIC notice is hereby given, that whereas William J. Smith, by his certain deed of trust, bearing date of the 20th day of April, A. D., 1875, by his certain deed of trust, bearing date of the first part therein, duly made, executed and delivered to L. B. Thurman as party of the second part, and which was afterwards on the 20th day of April, 1875, duly recorded in the office of the County Recorder of Salt Lake County, Territory of Utah, in Book M of Mortgages, on pages 1009 and 1010, did bargain, sell, convey and confirm to said L. B. Thurman as his assigns, or successor, the land and property described as follows, to-wit: The undivided one-half of the Richmond Mine, lots sixty-two feet six inches, the whole location being fourteen hundred feet, also the whole of a certain other mining location, called the Richmond Extension Mine or Lode, both of said mines or lodes being situated in Big Cottonwood Mining District, Salt Lake County and Territory of Utah, and said deed of trust further provided that in the case of the death, absence, refusal to act, or other disqualification of said L. B. Thurman as such Trustee, then at the request of the holder of the notes hereinafter set forth, Thomas Taylor, of Salt Lake City, Utah, should become the successor of said L. B. Thurman, trustee, to the title of said property, and the same become vested in him, in trust for the purposes and objects of said deed, with all the powers, duties and obligations thereof.

That said conveyance was in trust to secure the payment of certain promissory notes, of which the following are copies:

$10,000. April 20th, 1875.

Six months after date I promise to pay to the order of myself Ten thousand dollars, at the First National Bank, Chicago, Illinois with interest at the rate of ten per cent. per annum, payable semi-annually. Value received.

No. 1. WILLIAM J. SMITH.

$15,000. April 20th, 1875.

Twelve months after date I promise to pay to the order of myself Fifteen thousand dollars, at the First National Bank, Chicago, Illinois, with interest at the rate of ten per cent. per annum, payable semi-annually.

No. 2. WILLIAM J. SMITH.

$25,000. April, 20th, 1875.

Eighteen months after date, I promise to pay to the order of myself Twenty-five thousand dollars, at the First National Bank, Chicago, Illinois, with interest at rate of ten per cent. per annum, payable semi-annually.

Value received.

No. 3. WILLIAM J. SMITH.

$15,000. April 20th, 1875.

Twenty-four months after date I promise to pay, to the order of myself Twenty-five thousand dollars, at the First National Bank, Chicago, Illinois, with interest at rate of ten per cent. per annum, payable semi-annually.

Value received.

No. 4. WILLIAM J. SMITH.

And whereas all said promissory notes above set forth have been duly assigned and delivered to one Anthony Godbe, who is now the legal owner and holder thereof, and whereas all the said notes (except the one first set forth above and numbered "1") are past due and wholly unpaid, both principal and interest as therein specified.

And whereas the said L. B. Thurman is now absent from the Territory of Utah. Now, therefore, I, Thomas Taylor, of Salt Lake City, Utah, at the request of the said Anthony Godbe, the owner and holder of said notes, by virtue of the power and authority given me in said deed of trust, and in accordance with the provisions of said deed, will, on Friday the 6th day of February, A. D. 1880, between the hours of 12 o'clock m. and 3 o'clock p.m. of that day, at the South Door of the County Court House, in the City of Salt Lake, Territory of Utah, proceed to sell, and will sell the above described real estate at public vendue, to the highest bidder for cash, in order to pay the amount then remaining due and unpaid upon said three promissory notes, (numbered 2, 3 and 4 respectively) and the costs of this trust (or so much thereof as the sale of said real estate may pay), and upon such sale being made, before or thereunto duly authorized by said deed, I shall make and deliver to the purchaser of said property, a good and sufficient deed conveying all the right, title and interest which said William J. Smith had in and to the above described real estate, on the said 20th day of April, 1875, and which I have and hold therein as trustee or successor to the trustee as aforesaid, under the provisions of said deed of trust.

Dated at Salt Lake City, Jan. 21, 1880.

THOMAS TAYLOR, Trustee as aforesaid. 4

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AND OTHERS SEEKING

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TOLL-GATE NO. 4 Beautiful Colored Picture. Very ingenious. 75 objects to find. Send stamp for package. Dr. E. C. ABBEY, Buffalo, New York. dw 19

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LEAVE.

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Mixed	5:00 p.m.
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*Wood's Cross	7 25	4 05	50
Centreville	7 33	4 15	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 25
Arrive at Ogden	9 00	5 40	2 00

Name of Station	No. 2 Passenger.	No. 4 Passenger.	Fares.
Traffic leave Ogden	A. M. 9 40	P. M. 6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 52	7 31	1 25
Centerville	11 04	7 44	1 50
*Wood's Cross	11 12	7 52	1 75
Arrive at Salt Lake	11 40	8 20	2 00

*Passing places.

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Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.05 a.m. Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.00 a.m., arriving in Salt Lake City at 9 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6 p.m.

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