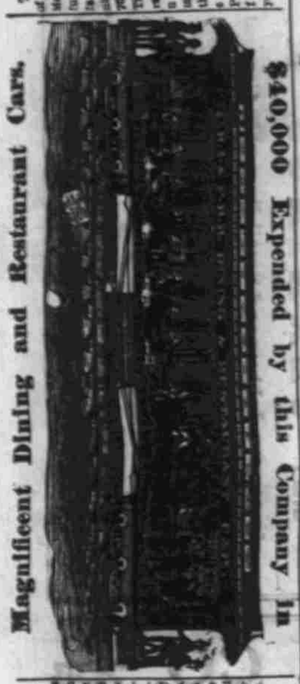
## RAILROADS.

### CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

The best of HOTEL Meals from full bill of fare is furnished for 75 Cents. Therefore not for 50 Cents as has been made in the past. Please pay 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 are the only one of the kind in the Utah and Nevada.

A. M. SMITH, Gen. Passenger Agt. 2314

A. KIMBALL, Gen. Supt.

## U. P. R. R.

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

LEAVE.

| | |
|---|---|
| Daily Express | 10:00 a.m. |
| Mixed | 8:00 p.m. |
| Freight | 8:30 a.m. |

ARRIVE.

| | |
|---|---|
| Daily Express | 6:15 p.m. |
| Mixed | 6:40 a.m. |
| Freight | 3:15 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 Northern Pacific, 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.
H. H. CLARK, Gen'l Supt. 490

## UTAH CENTRAL RAILROAD.

*Pioneer Line of Utah.*

On and After June 20th, 1878.

| Name of Station. | No. 1 Passenger. | No. 3 Passenger. | Fare. |
|---|---|---|---|
| Trains leave | | | |
| Salt Lake | 7 00 | 4 00 | |
| *Wood's Cross | 7 30 | 4 16 | 50 |
| Centerville | 7 50 | 4 32 | 1 00 |
| Farmington | 8 12 | 4 53 | 1 50 |
| Kaysville | 8 23 | 5 03 | 1 75 |
| Arrive at Ogden | 9 00 | 5 40 | 2 00 |

| Name of Station. | No. 2 Passenger. | No. 4 Passenger. | Fare. |
|---|---|---|---|
| Trains leave | | | |
| Ogden | 7 40 | 3 20 | |
| Kaysville | 10 31 | 7 10 | 1 00 |
| Farmington | 10 52 | 7 31 | 1 25 |
| Centerville | 11 04 | 7 44 | 1 50 |
| *Wood's Cross | 11 19 | 7 58 | 1 75 |
| Arrive at Salt Lake | 11 40 | 8 30 | 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. 15th, 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 | 8 15 | 3 00 | |
| Little Cottonwood | 7 20 | 8 45 | 3 25 | 50 |
| Junction | 7 40 | 9 15 | 3 50 | 75 |
| Arrive at Sandy | 7 55 | 9 35 | 4 15 | 1 00 |
| Leave Sandy | 8 00 | | | |
| Draper | 8 15 | | | 1 25 |
| Lehi | 8 35 | | | 1 50 |
| American Fork | 8 50 | | | 1 60 |
| Pleasant Grove | 9 05 | | | 1 80 |
| Provo | 9 15 | | | 2 00 |
| Springville | 9 35 | | | 2 25 |
| Spanish Fork | 9 51 | | | 2 50 |
| Payson | 10 20 | | | 3 50 |
| Santaquin | 10 45 | | | 4 00 |
| Arrive at Nephi | 11 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. | |
| Nephi | 12 40 | | | |
| Santaquin | 12 57 | | | 50 |
| Payson | 1 17 | | | 50 |
| Spanish Fork | 1 40 | | | 1 00 |
| Springville | 2 05 | | | 1 50 |
| Provo | 2 20 | | | 1 50 |
| Pleasant Grove | 2 38 | | | 2 00 |
| American Fork | 2 52 | | | 2 10 |
| Lehi | 3 12 | | | 2 25 |
| Draper | 3 26 | | | 2 75 |
| Leave Sandy | 4 27 | | | |
| Arrive at Sandy | 4 47 | 9 15 | 5 00 | 3 00 |
| Junction | 5 11 | 9 35 | 5 25 | 3 25 |
| Little Cottonwood | 5 31 | 9 55 | 5 45 | 3 50 |
| Arrive at Salt Lake | 5 40 | 10 30 | 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.

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

(OFFICIAL.)

## Arrivals and Departures of Mails.

ARRIVALS.

| | |
|---|---|
| East—Through mail, daily | 3 45 p m |
| Alta, daily | 5 50 p m |
| Parley's Park, Big Cottonwood, and Wasatch, Tuesdays, Thursdays and Saturdays | 1 00 p m |
| Park City, daily except Sunday | 1 00 p m |
| Summit and Wasatch counties, Tuesdays and Thursdays | 1 40 p m |
| Rich county, Tuesday, Thursday and Saturday | 3 40 p m |
| Morgan county, daily | 3 40 p m |
| North—Davis county, daily | 11 40 a m |
| Weber county, daily | 3 40 p m |
| Ogden, semi-daily | 11 40 a m & 3 40 p m |
| Parley's Park, Big Cottonwood and Wasatch, Mondays, Wednesdays and Fridays | 7 00 a m |
| Corinne and Kelton, daily | 11 40 a m |
| Idaho and Montana, daily | 3 40 p m |
| Boise City and Idaho City, daily | 11 40 a m |
| West—Nevada, California, Oregon, &c. | 11 40 a m |
| Ophir, Tooele, Stockton, Jacob City, &c. | 1 20 |
| Bingham Canyon, daily | 3 40 |
| South—From Beaver and intermediate points, daily | 3 40 p m |
| Fillmore and Sevier counties, daily except Monday | 3 40 p m |
| Pioche, Star and San Francisco districts, daily | 3 40 p m |
| St. George and points south of Beaver, alternate days | 3 40 |
| Sanpete and Sevier counties, daily except Monday | 3 40 p m |
| Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays | 3 40 p m |

DEPARTURES.

| | |
|---|---|
| East—Through mail, daily | 8 30 a m |
| Alta, daily | 8 30 a m |
| Parley's Park, Big Cottonwood and Wasatch, Mondays, Wednesdays and Fridays | 7 00 a m |
| Park City, daily except Sunday | 7 00 a m |
| Summit and Wasatch counties, Mondays and Fridays | 6 30 a m |
| Rich county, Mondays, Wednesdays and Fridays | 6 30 a m |
| Morgan county, daily | 6 30 a m |
| North—Davis county, daily | 6 30 a m |
| Weber county, daily | 6 30 a m |
| Ogden, semi-daily | 3 30 p m & 6 30 a m |
| Cache and Box Elder counties, daily | 6 30 a m |
| Corinne and Kelton, daily | 3 30 p m |
| Idaho and Montana, daily | 6 30 a m |
| Boise City and Idaho City, daily | 3 30 p |
| West—Nevada, California, Oregon, &c., daily | 3 30 p |
| Ophir, Tooele, Stockton, Jacob City, &c., daily | 6 30 a m |
| Bingham Canyon, daily | 6 30 a m |
| South—For Beaver and intermediate points, daily | 6 30 a m |
| For Pioche, Star and San Francisco districts, daily | 6 30 a m |
| For St. George and points south of Beaver on alternate days | 6 30 a m |
| For Sanpete and Sevier counties, daily, except Saturdays | 6 30 a m |
| For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays | 6 30 am |

OFFICE HOURS.

General Delivery open from 8 a.m. to 7 p.m. Sundays, 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 | 8.30 a. m. |
| " Brigham | 11.05 a. m. |
| " Logan | 2.30 p. m. |
| Arrive at Oneida | 1.25 p. m. |

SOUTHWARD.

| | No. 2. |
|---|---|
| Leave Oneida | 7.40 a. m. |
| " Logan | 1.00 p. m. |
| " Brigham | 4.10 p. m. |
| Arrive at Ogden | 1.30 p. m. |

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

Geo. W. Thatcher, Supt.

## THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA 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 brake 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 p. m.** Special Fast Express Except Sunday.

With the popular sleeping car.

Reaches Pittsburgh 4.30 a m; Harrisburg 11.35 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 8.15 a m; Baltimore 6.50 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 10.35 p m; Philadelphia 8.35 a m; New York 6.45 p m; Boston 8.15 a m; Philadelphia passengers can take this train, which remains in depot until 8.00 p m, affording Philadelphia passengers a full night's rest.

**9:10 p. m. Night Express** EXCEPT SATURDAY.

With Drawing Room Sleeping Car.

Reaches Pittsburgh 7.25 a m; Harrisburg 3.30 a m; Baltimore 7.05 a m; Washington 9.05 a m; Philadelphia 3.00 a m; New York 10.30 a m; Boston 6.40 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 PENNSYLVANIA LINE.

V. N. BYRAM, Genl 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, of a transparent and consistence very lax perhaps in individual cases. Catarrh may arise from a cold or a succession of colds, from sudden change of atmosphere, working wet clothes, or exposure to the inclemency of the weather, thus rendering thoroughly chilled while the digestive organs are in a morbid or inactive condition, and the strength and vital energy exhausted. The disease may arise from a scrofulous condition of the blood, from Scarlet Fever, Measles, and Diphtheria, in which cases the eyes and ear are generally involved and discharge quantities of matter. The discharges from the nose, the distinctive features in all catarrhal cases from whatever cause they arise, may be thin and watery, and so acid as to cause pulmonary and excoriation of the skin with which they come in contact, or thick, yellow, curdy, sometimes a mixture of clear and white like the white of an egg. There may be an entire lack of secretion, the membrane may be dry and feverish, the face, front and top part of the head feeling tenderness, and the pain increased by a sudden jerking motion of the head. This latter phase is called Dry Catarrh. The free and watery discharge causes the passages to swell and very much obstruct respiration, the obstruction through the nose compelling the sufferer to breathe through the mouth, thereby irritating the throat and causing it to become diseased or inoperable, and the sufferer finds it necessary