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 capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton 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 seventy-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 announce that this 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 span 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.

At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

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.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

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. & Mo. R. R. R. (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., B. & 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 Cen. 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.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY,

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

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

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

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

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; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

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

MARVIN HUGHITT, Gen'l Mang'r, Chicago.

W. H. STENNETT, Gen'l Pass Ag't, Chicago.

HALL'S BALSAM

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.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.

Henry's Carbolic Salve allays the pain of burns.

Henry's Carbolic Salve cures all eruptions.

Henry's Carbolic Salve heals pimples and blotches.

Henry's Carbolic Salve will cure cuts and bruises.

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

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

JOHN F. HENRY, CURRAN & CO., SOLE PROPRIETORS, 24 College Place, New York.

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, 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 Fast Express Except Sunday.

With the popular vestibule sleeping car: Reaches Pittsburgh 3.30 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 13.15 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 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.

W. H. [illegible], Gen'l Pass. and Ticket Agent. CHICAGO.

PATENTS

obtained for new inventions, or for improvements on old ones, for medical or other compounds, trade-marks and labels. Caveats, Assignments, Interferences, Appeals, Suits for Infringements, and all cases arising under the Patent Laws, promptly attended to—Inventions that have been REJECTED by the Patent Office may still, in most cases, be patented by us. Being opposite the U. S. Patent Department, and engaged in Patent business exclusively, we can make closer searches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington. INVENTORS send us a model or sketch of your device; we make examinations and advise as to patentability free of charge. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED.

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NO MORE RHEUMATISM OR GOUT ACUTE OR CHRONIC SALICYLICA SURE CURE.

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IMMEDIATE RELIEF WARRANTED. PERMANENT CURE GUARANTEED. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, 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. Indorsed by Physicians. Sold by all Druggists. Address

WASHBURNE & CO.,

Only Importers' Depot, 212 Broadway, New York.

For Sale by MOORE, ALLEN & CO., And druggists generally.

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave 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	8 45	85
Leave Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
Provo	9 37	P. M. 12 45	2 30
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 00
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	P. M. 1 00	A. M. 7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
Springville	3 34	P. M. 12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 45	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 28	3 20	4 50
Arrive at Sandy	5 40	3 40	4 65
Leave Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrive at Salt Lake	6 25	6 [illegible]	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	50
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 JAMES SHARP, Gen. Freight and Ticket Agent.

JOHN SHARP, Superintendent.

PHOTOGRAPHY.

.... THE ....

FINEST VISITING CARDS

I will make for a few weeks at $1.00 per doz., and

PHOTOGRAPHS for LOCKETS

At 50c. per doz.

The time for taking Photographs, is from 9.30 a. m. to 2.30 p. m., at my Gallery, No. 20 Commercial Street, first door south of Palace Baths, where there are a fine lot of my photographs on exhibition.

C. EICHENBERG

EVENING NEWS.

Monday, . . January 12, 1880.

Correspondence.

EUROPEAN LETTER.

ST. PETERSBURG, Russia, Dec. 24th, 1879.

Editors Deseret News:

The recent attack upon the Czar has brought the Russian police system once more to the front. In the virtue of tact, the real Russian detective can teach a lesson to his confreres of London or Paris. He is not permitted to indulge in intoxicants, nor is he as a rule a married man. He appears in all places where his credentials as a gentleman, or his curiosity in rougher circles permit or induce him to enter, though the latter has never yet reached that dignity or degradation. But he is always a salaried man. As a rule, however, he is a real Russian, of liberal lingual education and good personal presence, more or less cosmopolitan. He reports to one authority only, and yet that authority has a "shadow" to this detective, who reports him on the principle of setting a thief to catch a thief. Few of us have a very clear idea of the personnel or the modus of the Russian detective system. To the present Imperial Chancellor, more than to anyone else, is Russia indebted for a complete chain of detectives, as well as a cordon of diplomatists. He has initiated and perfected these two systems so thoroughly that there is not a capital of Europe without one of these "lookers-on." In Vienna they assume various shapes, male and female, and enter into the walks of high and low life, as circumstances may demand. In London there is a large corporal's guard of these detectives, and frequently they exchange notes at Scotland Yard, where, as a rule, they are officially introduced. The Russian detective is not necessarily a Sclav—he may be a Parisian or even a cockney.

After the recent attempt upon the life of the Czar, and on the day of his return to his capital, the Revolutionary Committee issued the following most violent proclamation, which was distributed day after day, and in which they avow that the late diabolical attempt was made by their order. The following is an extract:

"On the 19th of this month, on the Moscow and Kursk Railway, by order of the executive committee, an attempt was made on the life of Alexander II. by means of an explosion. The attempt failed. We do not find it convenient to publish at the present time the reason of the failure. We are convinced that our agents and our party will not be disheartened at the failure of the attempt, but will gain from it a new experience, a lesson of precaution, and at the same time fresh consciousness of their own power and of the possibility of a successful issue. Addressing ourselves to all honest Russian citizens who value liberty, to whom the national will and the national interests are sacred, we once again point to Alexander II. as the personification of a despicable despotism, of all that is cowardly and sanguinary. The reign of Alexander II., from beginning to end, is a lie, in which the famous emancipation of the serfs ends with Wakeoff's circular. From the commencement to the end, it has been devoted to the consolidation of the classes hostile to the people and the destruction of everything by which the people lived and wished to live. Alexander II is the usurper of the nation's right, the main pillar of reaction, the chief author of the judicial assassinations. Fourteen executions weigh on his conscience. Hundreds of sufferers cry for vengeance. He deserves to die for all the blood he has spilt, for all the suffering he has inflicted."

It is now stated that in order to prevent the Czar from becoming the victim of another incident, similar to the Moscow attempt, three more trains left Moscow for St. Petersburg, almost simultaneously with the one in which His Majesty traveled. On the way the Emperor repeatedly changed his carriage.

C. A. S.

GRAPELAND, Faribault Co., Minn., January 3d, 1880.

Editors Deseret News:

I left my home in New Mexico on the 16th of last March, on a mission to Minnesota; had a safe and pleasant journey of about 15 days. As soon as I arrived here I commenced preaching. In a few days I heard that my mother was still living in Illinois. I went to see her and a brother she lives with, making them a short visit. I returned through Wisconsin, visiting a brother and sister living in different localities. I held 15 meetings while I was gone — about four weeks.

Since my return I have made my home with my brothers and sisters, bearing a faithful testimony, holding meetings as often as possible and visiting families, telling of our union, co-operation, etc. Many tell me they believe my testimony. Surely there are honest people here but few ever heard a "Mormon" preach before. They tell me they had no idea of what we believe or practice. I find the people hard working as they have large farms. A great many of them have mortgaged their farms for farm machinery and, on account of light crops, will lose their homes. It is astonishing to me to see the soil here then compare it with our light soil that raises the plump wheat in the mountains.

I am doing the most of my preaching in Fairbault and Blue Earth Counties. I have seen only one man and woman that was ever in Utah, namely Mark Gilmore and wife; Mrs. Gilmore is daughter of Bishop Nickols of Brigham City. They have treated me with great kindness, helping me to get a place to preach in and offering me a home as long as I wanted to stay.

Only one of our Elders have preached in this part of the country that I have heard of; he preached in the counties north of here; all say he was a smart man and preached good doctrine. I do not remember his name; his home is in Sanpete. It looks to me as though a work might be done here as I have no trouble in getting a place to preach in. I have generally had a good congregation. They have showed no disposition to disturb our meetings. My hopes are good. I can truly say I am not tired of my mission; the light is before me and I feel to press on, trusting in the help of Him who dwells in the heavens.

NATHAN C. TENNEY.

FOUND.

A BUNDLE of Gents' Underwear, which the owner can get by calling at this Office. d34

PATENTS

and how to obtain them. Pamphlet free, upon receipt of Stamp for postage. Address—

GILMORE, SMITH & CO., *Solicitors of Patents, Near Patent Office, Washington, D. C.*

WANTED.

5 OR 6 APPRENTICES AT THE KNITTING FACTORY. Call at the Factory, a few doors west of Eagle Emporium. GEO A LUKE & CO., Proprietors. d1w

KINDLING WOOD,

10 Bushels for $1.00. Delivered.

SAWS SHARPENED AND SET.

DEALER IN RAGS.

Iron all Kinds Wanted, Bottles, Etc.

J. THORN.

Third South street, half block east of Clift House. d 15 3m

SPENCERIAN STEEL PENS

Of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, *Fine Points* 1-2-5-8-15 and *Broad Points* 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

CAKES

BRIDES' CAKES

AND

BIRTHDAY CAKES

Of all Kinds and at Prices to Suit, at the

Philadelphia Coffee House.

OYSTERS in Every Style to please the Public at the *PHILADELPHIA COFFEE HOUSE.* WM. HILL, Proprietor.

THE Admiration OF THE WORLD.

A NOTABLE EVENT!

Mrs. S. A. Allen's WORLD'S Hair Restorer

IS PERFECTION.

A Noble Record near Half a Century. *Established* 1832. *Improved* 1879.

The nature of this great improvement is in its wonderful life-giving properties to faded or falling hair, and MORE QUICKLY CHANGING GRAY OR WHITE HAIR to its natural youthful COLOR and BEAUTY.

IT IS NOT A DYE.

It requires only a few applications to restore gray hair to its youthful color and lustrous beauty, and induce luxuriant growth, and its occasional use is all that is needed to preserve it in its highest perfection and beauty. DANDRUFF is quickly and permanently removed.

Sold by all Druggists, $1.25 per Bottle.

Manufactories and Salesrooms:

114 & 116 Southampton Row, London, England.

37 Boulevard Haussmann, Paris, France.

35 Barclay Street & 40 Park Place, New York. dwas s w6m

OFFICIAL

Arrivals and Departures of Mails

ARRIVALS.

East—Through mail, daily.......... 8 40 p m
Alta, daily.......... 5 50 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays.......... 5 00 p m
Park City, daily except Sunday.......... 5 00 p m
Summit and Wasatch counties, Tuesdays and Thursdays.......... 8 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
[illegible]ties, 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.......... 2 20 p
Bingham Canyon, daily...... 6 30 p

South—From Beaver an dintermediate points, daily.......... 5 50
Pioche, Star and San Francisco districts, daily...... 5 50 p m
St. George and points south of Beaver, alternate days 5 50 p
Sanpete and Sevier counties, daily, except Monday.... 5 50 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays.......... 5 50 p m

DEPARTURES.

East—Through mail, daily.......... 6 30 a m
Alta, daily.......... 6 30 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 6 30 a m
Rich county, Mondays Wednesdays and Fridays...... 6 30 am
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
Cach 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 m

West—Nevada, California, Oregon, &c., daily.......... 3 30 p m
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
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 [illegible] 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 8 a.m. to 10 p m

A. D. WHEELER,

Lately of U. S. Land Office,

LAND AGENT AND ATTORNEY

First door south of U. S. Land Office.

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

Williams & Young, Attorneys,
Bennett & Harkness, "
Roseborough & Merritt, "
Tilford & Hagan, "
McBride & Sutherland "
London Bank of Utah.
L. S. Hills, Cashier Deseret National Bank.
W. S. McCornick & Co., Bankers.
T. R. Jones, Banker.
Wells, Fargo & Co., Bankers. d&w

U. P. R. R.

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

LEAVE.

Daily Express.......... 10:20 a.m.
Mixed.......... 5:00 p.m.
Freight.......... 8:30 a.m.

ARRIVE.

Daily Express.......... 6:15 p.m.
Mixed.......... 6:40 p.m.
Freight.......... 2:18 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 road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweet water mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps 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 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.

S. H. CLARK, Gen'l Supt. d30

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	50
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	1 25
Arrive at Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	11 04	7 44	1 60
*Wood's Cross	11 13	7 53	1 75
Arrive at Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS

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AND THE

Rev. Dr. J. P. Newman

On the Subject,

DOES THE BIBLE SANCTION POLYGAMY?

Held in the New Tabernacle, Salt Lake City, August 12th, 13th and 14th, 1870.

To which is added the Correspondence prior to the Discussion between the Rev. Dr. J. P. Newman and President Brigham Young. Also

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