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IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST!

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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 a first-class 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 announce that the Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. One Price (50 cents) to Each.

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At LA SALLE, with Illinois Central R. R.

At PEORIA, with P. P. J. & 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.

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At COUNCIL BLUFFS, with Union Pacific R. R.

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

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..... 9:30 a.m.

ARRIVE.

Daily Express..... 2:15 p.m.
Mixed..... 6:40 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 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.
H. H. CLARK, Gen'l Supt. d80

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 26	4 08	60
Centreville	7 39	4 16	75
Farmington	7 59	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.	Fare.
Trains leave Ogden	9 40	8 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 13	7 53	1 75
Arrive at Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS

WILL RUN DAILY,

(Sundays Excepted,)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.50 a.m.; Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m. Leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

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With the popular vestibule sleeping car

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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 5.35 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 8.40 p m. Through Baltimore and Washington sleeping car on this train.

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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 23	8 10	[50
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 49	8 45	85
Leaves Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 35
American Fork	8 56	11 35	1 50
Pleasant Grove	9 08	11 50	1 65
	P. M.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	12 08	1 35	3 00
Payson	10 23	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 25	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	P. M. 7 50	
Nephi	1 40	9 00	75
Mona	2 15	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	P. M.	
Springville	3 34	12 20	2 75
Provo	3 50	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 29	3 20	4 50
Arrive at Sandy	5 40	3 40	4 65
Leaves 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
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.
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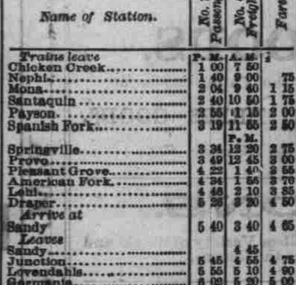

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For rates or information not attainable from your home ticket agents, apply to

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

EVENING NEWS.

Tuesday, . . November 18, 1879.

Correspondence.

Murder.

BRIGHAM CITY, Nov. 16, 1879.

Editors Deseret News:

A sad tragedy occurred on the 14th inst. in the early part of the evening, near the C. P. R. R. line, about one and a half miles east of Bear River, not far from this town. Daniel Wight of this place, a young man aged 23 years, on returning from Corinne in a vehicle, in company with another young man and two girls, was followed by a man on horseback by the name of Wm. Bailey. Some remarks about the trip and the ladies were made by Bailey, giving an insult to Wight, and calling forth very bitter expressions from both sides, which culminated in a fist fight between the two who had both left their conveyances for the purpose of thus settling the controversy. Both had partaken of liquor perhaps very freely. In the fight the combatants clenched, Wight having a firm hold of Bailey's cheek with his teeth, when the latter fired on Wight with a pistol, hitting him three times, one bullet entering his side and no doubt unsettled the surroundings connected with the heart, (so thinks Dr. Anderson, of Ogden, who was sent for) from the effects of which he died eight hours afterwards. Bailey gave himself up immediately. The verdict of the coroner's jury investigating the matter yesterday morning, shows that a murder was committed. Wight has many friends, as he possessed a number of good qualities, although he was indiscreet in some respects, and it was considered unsafe to hold an examination in the case yesterday, as the indignation of the friends of the deceased knew of no bounds. As soon as the darkness of night set in, the prisoner was taken quietly from the jail by the sheriff, and across some orchards, conducted to a private house, where Justice James Bywater waited on him, for the purpose of examination, which was waived by defendant, whereupon the court ordered that he be held to answer, without bail, before the grand jury. A commitment was made and he was remanded to the sheriff's custody, who in an instant hurried him out of town in a buggy, under cover of the night's darkness to remove him to Salt Lake for safe keeping, which was not done five minutes too soon to avoid trouble, as about half an hour after he had left, an exasperated crowd surrounded the jail yard to revenge the death of Daniel Wight, but on learning from the guard that Bailey had left, the crowd dispersed quietly.

A very large number of the citizens on foot and in 75 vehicles attended the funeral of deceased today, at 2.30 p.m.

The community at large deeply sympathize with him and his surviving parents and relatives, who are much respected here.

Yours, etc., A. C.

Battalion History.

BEAVER, U. T., November 15, 1879.

Editors Deseret News:

In presenting to the public an occasional leaf from Battalion history, it must be borne in mind that the work is now only "*in the rough,*" and while there will be, when published in book form, but little if any change as to facts, the language and style may in many respects be materially changed. I submit the following:

"We cannot forego the temptation to allude to a couple of incidents showing the contrast between the Battalion of 'Mormons' and a portion of Price's regiment of Missouri Volunteers. Some of the latter were doubtless among those who aided under this same Col. (now General) Price in driving the 'Mormons' from Missouri."

We further quote from Cook's "Conquest of New Mexico and California" (Oct. 21st, 1846,):

"At the last moment I learned that 19 beeves and 14 mules were missing. * * I was of course without mounted men to send after the missing cattle. I sent the officer of the day, and every member of the old guard in pursuit, in four parties, * * but this consumed an hour. They were all recovered." Under date of 23d, he says: "Passed a major and three companies of Price's regiment, who left Santa Fe, four days before the battalion; the major said: "After a day's march, it took him two or three to collect the animals." (See pages 94 and 95.) Kind reader which party were the most likely to be peaceable, industrious, and honest, law-abiding citizens? In the very nature of things there can be but one answer—the Latter-day Saints whose only crime was being Yankees, (people from the Eastern States) and "Mormons." There was no charge then of being foreigners, as all were native born American citizens; nor of polygamy; for plural marriage was not then adopted, nor had a Latter-day Saint up to that time been found guilty of any crime under the law, either statutory, under the common law, or any provision of the Constitution of our common country, the United States.

In computing distances from Santa Fe, where there is a conflict, we have thought it best in the main to quote Col. Cooke's figures as he was mounted and would be better able to compute time, by the gait he rode, the hours traveled with the aid of the guides, that the weary footmen who had often to stop and help pull the wagons through the sand. I am, however, pleased to note the fact that as a rule the discrepancy is comparatively small. We made eleven miles, passing two small towns, camping near the last called San Bernardi.

23d. Yesterday the assistant quartermaster vainly endeavored to obtain fresh mules and oxen, the prejudice of the Spaniards being so strong against the government of the United States that they would render no assistance beyond selling a little fuel and perishable vegetables; to-day, however, he has succeeded in exchanging 30 of our, to us, worthless ones for half the number of good, though as a rule, small as most Spanish mules are. The Colonel also purchased eight from officers of Capt. Burgwin's command. He also exchanged about as many more for better ones and obtained ten yoke of oxen.

The captain also gave him two lighter and better wagons for two of our poorest heavy ones. The hand of an all-wise Providence was certainly in these things, as without something of the kind we must inevitably have been left on the great desert without means of conveyance, in an enemy's country, surrounded by the most ferocious of savages.

24th. Rained last night. Traveled about 13 or 14 miles, passing another town of Spaniards and Indians, many of whom were as nude as when born, except a breech cloth tied around the loins. Quartermaster Stoneman, who by the way is a gentleman in all that that word implies, is using every effort to obtain a larger supply of good animals before leaving the Spanish-Indian settlements. He was several times grossly insulted by Spaniards, who contemptuously refused to trade with him. He could hardly seem to realize that he was endeavoring to deal with a whipped, though as yet not conquered foe. This morning Cook says Captain Burguin received a letter from the American traders below, stating that General Armigo was marching to seize their property and asking protection, which it seems the Colonel did not feel authorized to grant as I see from journals of this date that we traveled about 12 or 13 miles. Here orders were given to issue pork only every fourth day. The commander gave the officers a sharp lecture on watching teamsters, &c. Early this morning also, the Colonel reduced Orderly Sergeant Elijah Elmer, of Company C, to the ranks, for being about one or possibly two minutes late in forming the company at reveille. It was at early dawn and the Sergeant made the excuse that he could not see to call the roll. The facts were, however, as I understood them, that he stopped to lace or tie his shoes. The writer was selected to perform the duties of orderly until further instructed. Sergeant Elmer, like Pharoah's butler, was subsequently restored to his office, and is now a worthy and prominent citizen of Panguitch, in Iron County, Utah.

Respectfully, DANIEL TYLER.

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AND HIS

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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2. That, being Constitutional, the infection is beyond the reach of mere local remedies,

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4. That Catarrhal virus follows the mucous membrane and causes Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa, and Consumption.

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&c. &c. &c. &c. &c.

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