THE EVENING NEWS.

Wednesday, . . Oct. 1, 1873.

Salt Lake City and Life in Mormondom.

(CONCLUDED.)

I met one man engaged in agricultural pursuits whom I had known many years ago, and who, together with his wife, at that time embraced Mormonism, and joined the body in the Wilderness. I knew that he had sacrificed fame and friends and excellent pecuniary prospects for what he believed right, and was, of course, glad to have the chance to find out how he had prospered. His last dollar was spent before he had reached the banks of the Missouri, but the "Church" aided him to complete the balance of the journey. Arrived, he worked for "a barrel of flour a week" for many weeks, and so on for various articles. Finally, he worked so many days for a piece of land, and then began his farming life. He had just begun to feel his prosperity assured when grasshoppers came and ate him out, and left him to start again anew; still his faith that he was doing right never left him, and he now is well enough off "to have more wives than one," and occupies a good position in Mormon society.

Eastern people can scarcely have any idea of the rapidity with which a brood of grasshoppers will clean a fellow out. In the case above referred to the unfortunate agriculturist had left his home in the morning without a thought of a grasshopper in his mind. On his return at six o'clock in the evening there was not a green blade left on his grass, or a solitary leaf on tree or bush. Attempts are sometimes made to drive them before one in the water to drown. Hundreds of bushels may be sacrificed in this way; but behind you, as you progress, tens of millions follow you, seemingly glad that you have cleared away a host that they may come after and take what the others have left.

The process of reclaiming land from the desert here is interesting. The best agricultural lands are those which are filled with alkali—an idea which will be entirely novel to most of my readers. But this alkali, being soluble in water, is carried away by "drowning." The water is turned on and the land kept flooded for a year or two. This takes out the superabundant salt and leaves the land in the highest condition of fertility. At present there are said to be 220,000 acres under cultivation in the Valley, much of which has been reclaimed in this manner. The grain appears first class, wheat often yielding sixty pounds to the bushel. Hay is one of the most important crops raised. Barley and potatoes are also extensively grown, and t e a wheat.

There is also a considerable extent of ground in corn, which, although very good, is not equal to the productions of other States. The yield of wheat is about 25 bushels to the acre; barley 35, oats ?, Indian corn 20, potatoes 150, hay 15 tons to the acre, although there are many cases of much higher quantities being produced. But great as is the agricultural glory of the Salt Lake Valley, it does not equal the high superiority of its horticultural features. The fruit trees are perfectly sublime. The apricots, large as our peaches, are strung on the bending branches in such prodigious quantities, that they look like beautiful blooming trees a long distance away, and the apple, pear, and plum, growing with the vigor of willows in the earth, and filled with dense green, healthy foliage, give a deep cosy shade to the cottages, beyond the power of one who merely reads to conceive.

The streets are all beautifully shaded with trees—chiefly yellow and honey locust, mulberry, hackberry, and two kinds of cottonwood. The gardens are well filled with flowers—roses, portulaccas, marigolds, and verbenas being most popular. Whenever circumstances will permit, a nice piece of well-kept lawn gives an additional charm to the flower-garden. There is a piece attached to the garden near the Museum which is perhaps the finest piece of grass-lawn in the United States. The water is carried in a small wooden trunk along the highest point, and the water, through small holes, runs down through the grass plat in lines about twenty inches apart. Another magnificent piece of grass lawn is in front of the palatial residence of Mr. Wm. Jennings, but this is kept green by being watered regularly by a hose. Mr. Jennings hospitably entertained our party at his house, and Mrs. P. Jennings and the family did their best to make us feel perfectly at home. The walk through the grounds was one of the pleasant incidents of our Salt Lake stay. Everything seems to thrive here in a wonderful way. The gooseberries of the English race were as large as plums, and perfectly delicious; currants seemed perfectly at home, and much finer than we ever see them; raspberries, and, in fact, all fruits, were absolute perfection. How long the serpent will keep out of this garden may well be questioned. The coddling moth, the great foe to the apple crop of the East, made its appearance here last year, and fallen apples, caused by the "worm," were numerous under the trees. Among the fruits in the garden of novel interest were Deseret currants, a native of this part of the world. They are a half inch in diameter, and of a shining black, although some varieties are of a yellow color. They are sweeter than our red currant, and are popular in cookery.—*Philadelphia Press.*

T. M.

Postal Laws and Regulations.

The Post Office Department have issued the Postal Laws and Regulations in a volume that contains the following instructions to the public:

1. Mail all letters as early as practicable.

2. To make the address legible, giving postoffice, county and State. In cities where carriers are employed, the name, and number of street and house, should be legible. Foreign letters should be carefully addressed.

3. To see that all matter is carefully secured, avoid the use of cheap envelopes.

4. Never to send valuables by mail, unless the letter or package is registered, because otherwise there is not only risk to the owner, but temptation to those handling the same.

5. To provide letter boxes at office or residence for carrier's use.

6. To see that every letter has full name and address of sender, so, if miscarried, it can be returned.

7. To see that a letter or package falls into a box and does not stick in the passage.

8. To furnish full and particular information when enquiring about delayed letters. Time of mailing and reception, with the cover should, if possible, be furnished.

9. Postmasters have no control over charges made abroad on American or foreign letters sent from or received here. Postal conventions' terms will of course be adhered to. Ten cents is charged where there are no postal conventions, for carrying from or to the United States. All other charges are made and collected, in such cases, by the foreign officers. In cases of proven overcharge, the Department will make reclamation and refund the same.

10. Stamps should be placed on the upper right hand corner of the mail package.

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Paris, H. N. Horne, "
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St. Charles, John A. Hunt, "
Fish Haven, Hugh Findley, "
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Hyrum, O. N. Liljenquist, "
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Bear River City, Wm. Neeley, "
Mantua, H. P. Jensen, "
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Mound Fort, David Moore.
Lynne, Robert E. Baird.
Slaterville, Thomas Richardson.
Harrisville, David Rawson.
Marriott, S. P. Halverston.
West Weber, John I. Hart.
East Weber, A. Spaulding.
South Weber, John Cook.
River Dale, Sanford Bingham.
Eden, Richard Ballantyne.
Huntsville, F. A. Hammond.
Hooperville, Gilbert Belnap.

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Kaysville, Christopher Layton.
*Farmington, John W. Hess.
Centreville, Wm. R. Smith.
Bountiful, John Stoker.

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Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

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Littleton, W. G. Smith.
Richville, John Seaman.
Porterville, Alma Porter.
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Echo, Elias Asper.
*Coalville, W. W. Cluff.
Unionville, Alonzo Winters.

WM. W. CLUFF presides over Morgan County and the above four Wards in Summit Co.

Wanship, G. G. Snyder.
Rockport, Edwin Bryant.
Peoa, Abraham Marchant.
Morell, John K. Lemon.
Kamas, W. Harder.
Parley's Park, Ephraim Snyder.

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ABRAHAM HATCH, Presiding Bishop.

*Heber City, Abraham Hatch.
Midway, Henry S. Alexander.
Charleston, John Watkins.
Wallsburgh, Wm. E. Nuttall.

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " James Leach.
3d " Jacob Weiler.
4th " Thomas Jenkins.
5th & 6th, W. H. Hickenlooper.
7th " Wm. Thorn.
8th " E. F. Sheets.
9th " S. A. Woolley.
10th " John Proctor.
11th " Alex. McRae.
12th " L. W. Hardy.
13th " E. D. Woolley.
14th " Thomas Taylor.
15th " R. T. Burton.
16th " Frederick Kesler.
17th " Nathan Davis.
18th " L. D. Young.
19th " A. H. Raleigh.
20th " John Sharp.

(Capital of Ter. and co. seat S. L. Co.)

Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, David Brinton.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Rawlins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, G. W. Bryan.
Pine Kanyon, Moses Martin.
*Tooele City, John Rowberry.
Grantsville, T. H. Clark.
St. Johns, G. W. Burridge.
Centreville, James Jordan.
Vernon, Hyrum Bennion.
Deep Creek, Edwin Tadlock.
Skull Valley, B. F. Knowlton.

UTAH COUNTY.

A. O. SMOOT, Presiding Bishop, Provo.

First Ward, J. P. R. Johnson.
Second Ward, A. H. Scott.
Third Ward, Hyram Tanner.
Fourth Ward, Wm. Follett.
Lehi, David Evans.
Cedar Fort, H. F. Cook.
Fairfield, John Carson.

DAVID EVANS, Presiding Bishop over the three last named places.

American Fork, L. E. Harrington.
Alpine, T. J. McCullough.

L. E. HARRINGTON, Presiding Bishop over the two last named places.

Pleasant Grove, John Brown.
*Provo, A. O. Smoot.
Springville, Wm. Bringhurst.
Spanish Fork, A. K. Thurber.
Salem, alias Pondtown, Robt. H. Davis.
Payson, J. S. Tanner.
Santaquin, D. H. Halladay.
Spring Lake Villa, B. F. Johnson.

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Goshen, Wm. Price.

JUAB COUNTY.

JOEL GROVER, Presiding Bishop.

Mona, Edward Kay.
*Nephi, alias Salt Creek, Joel Grover.
Levan, Elmer Taylor.

SANPETE COUNTY.

Fountain Green, R. L. Johnson.
Moroni, G. W. Bradley.
Fairview, Amasa Tucker.
Mount Pleasant, W. S. Seeley.
Spring City, Frederick Olsen.
Ephraim, Kanute Petersen.
Manti, A. J. Moffitt.
Gunnison, J. S. Horne.
Fayette, John Bartholomew.

SEVIER COUNTY.

J. A. YOUNG, Presiding.

Salina, Peter Rasmussen.
Glenwood, Heleman Pratt.
*Richfield, Nelson Higgins acting.
Monroe, Moses Gifford.
Annabelle Springs, Edward Roberts.
Joseph, Ivor Isaacson.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Thompson.
Cedar Springs, alias Holden, David Stephens.
*Fillmore, Edward Partridge.
Meadow Creek, W. H. Stott.
Oak Creek, P. D. Lyman.
Kanosh, Culbert King.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

*Beaver, John R. Murdock.
Minersville, James McKnight.

IRON COUNTY.

Paragoonah, S. S. Smith.
*Parowan, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the three last named places.

Panguitch, G. W. Sevy.
Cedar City, Henry Lunt.

KANE COUNTY.

Kanarra, L. W. Roundy.
Harmony, W. D. Pace.
Bellevue, J. H. Johnson.
*Toker, J. T. Willis.
Virgen, John Parker.
Rockville, C. N. Smith.
Long Valley, James Leathead.
Kanab, Levi Stewart.

WASHINGTON COUNTY.

Harrisburg, O. B. Adams.
Washington, J. W. Freeman.
*St. George, D. D. McArthur.
Santa Clara, Edward Bunker.
Pine Valley, Wm. Snow.
Pinto, Richard Robinson.
Hebron, G. H. Crosby.

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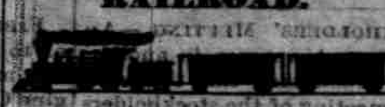
TINWARE
MINERS' SUPPLIES.
ALL OUR GOODS ARE CHEAP.
Dealers in the Settlements and Mining Towns will find it to their interest to call and enquire prices before purchasing.
H. B. CLAWSON, Supt.

TRAVEL.

Utah Southern
RAILROAD.



On and after Dec. 20, 1872,
Daily Trains
Will Leave the
Utah Central R. R. Depot
Salt Lake City at 7 a m and 6.30 p m.
Arrive at Lehi at 8.45 a m and 4.15 p m.
Leave Lehi at 9.30 a m and 5 p m.
Arrive at S L City at 11.30 a m and 7.00 p.m.
In addition to the above
MIXED TRAINS
Will run Daily, Sundays Excepted, leaving the
UTAH CENTRAL R. R. DEPOT
Salt Lake City at 6.10 a.m. and 1 p.m.
Arrive at Sandy at 7.25 a.m. and 2.15 p.m.
Leave Sandy at 9.50 a.m. and 4.50 p.m.
Arrive at Salt Lake at 11.00 a.m. and 6 p.m.
Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train.
For all information concerning Freight or Passage, apply to
JAMES SHARP,
General Freight and Ticket Agent.
F. LITTLE,
GENERAL SUPERINTENDENT.
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UTAH CENTRAL
RAILROAD.
Pioneer Line of Utah.

On and after May 12, 1872,
Daily Trains
Leave Salt Lake City at 5.50 a m and 3.45 p m.
Arrive at Ogden at 7.50 a m and 5.45 p m.
Leave Ogden at 8.40 a m and 6.30 p m.
Arrive at Salt Lake City at 10.40 a m and 8.30 p m.
In addition to the above.
Mixed Trains
WILL RUN DAILY,
Sundays Excepted.
Leaving Salt Lake City at 6 a m and 6.? p m, and Ogden at 5 a m and 6.50 p m.
Freight trains leave Salt Lake at 12 m and Ogden 12.30 p m.
Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.
For all information concerning freight or passage apply to
JAMES SHARP,
Gen. Freight and Ticket Agent.
JOHN SHARP,
GEN. SUPERINTENDENT
d11-1y

GILMER & SALISBURY'S
DAILY
Stage Lines
THROUGH
Utah, South-east Nevada and Montana.
Leaving Salt Lake City daily, running south to Tintic, American Fork, Mount Nebo, Sevier, St. George, Utah; and Pioche, Nevada;
PASSING THROUGH
Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville and all the principal towns and mining camps in Southern Utah and South-east Nevada. Also leave Corinne, Utah, daily, running North to Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal towns and mining camps in Montana.
PRINCIPAL OFFICE,
WELLS, FARGO & CO. BUILDING
SALT LAKE CITY.
d2 tf

KOUNTZE BROS., BANKERS,
No. 12 Wall St., NEW YORK.
Allow interest at the rate of Four per cent. upon daily balances of Gold and Currency.
Receive consignments of Gold, Silver and Lead Bullion, and make cash advances thereon.
Invite Correspondence from Bankers, Merchants, Mining Companies and Smelting Works.
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Mining Blanks, Pay Rolls, Way Bills, Time Books, Ledgers, Registers and ...
Every other class of Ruled Blanks made to Order ...
RULED TO ORDER!

RAILROADS.

C. P. R. R.
ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows:
5.40 p.m. (Daily) Passenger Trains for Reno (for Carson and Virginia), Sacramento, Marysville, Redding (for Portland, O.), Stockton, Merced (for Yosemite), Tipton (for Los Angeles), San Jose and San Francisco.
5.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco.
T. H. GOODMAN,
Gen'l Passenger and Ticket Agent.
A. N. TOWNE,
Gen'l Sup't.
GEO. H. RICE,
Agent, Salt Lake City.
Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.
UNTIL further notice trains will leave and arrive at Ogden daily as follows:
LEAVE.
Daily Express..........5.30 a.m.
Mixed..........6.30 p.m.
Freight..........1.30 a.m.
ARRIVE.
Daily Express..........5.10 p.m.
Mixed..........2.35 p.m.
Freight..........6.10 a.m.
Daily connections made at Ogden with Utah Central Pacific road from 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 Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, 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 office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.
Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.
For particulars and all information in regard to passage, apply at ticket offices.
Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.
THOS. L. KIMBALL,
Gen'l Ticket Agent.
T. E. SICKELS, Chief Eng'r and Supt. d79

THE CHICAGO, ROCK ISLAND
AND
PACIFIC RAILROAD.
THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the
Shortest, Quickest and Best Route between the
PACIFIC & ATLANTIC
Via
Des Moines, Rock Island and Chicago.
The only route carrying the through Overland Letter Mail, making close and reliable connections at
OMAHA,
With trains arriving from the West by Central and Union Pacific Railroads, and at
CHICAGO,
With all Fast Express Trains, East, North and South.
The most elegantly furnished PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between
OMAHA AND CHICAGO.
THROUGH TICKETS to all points East can be obtained at Company's Office, 206 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento.
Be sure your tickets read VIA ROCK ISLAND.
A. M. SMITH,
General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
A. L. WAIT,
Gen'l Agent for Pacific States,
San Francisco. d244 6m

LOUISIANA, MO.,
SHORT ROUTE,
Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads, from
Kansas City to Chicago,
WITHOUT CHANGE.
Crossing the Mississippi at Louisiana, Mo., and passing through Jacksonville, Bloomington and Joliet.
The Best, Quickest and Most Direct Route from Kansas City to
Louisiana, Mo., Jacksonville,
Alton, Peoria,
Bloomington, Joliet,
Milwaukee, Detroit,
Cleveland, Buffalo,
London, Toronto,
Rochester, Utica,
Troy, Springfield, Ms.
Harrisburg, Baltimore,
Boston,
Burlington, Ia., Whitehall,
Pekin, Rock Island,
Springfield, Ill., Chicago,
St. Paul, Toledo,
Pittsburg, Niagara Falls,
Hamilton, Montreal,
Syracuse, Schenectady,
Albany, Worcester,
Philadelphia, New York.
And all points East and North and in Canada.
Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago.
The only line running these cars between St. Louis and Chicago, and running both Palace Sleeping and Dining Cars between Kansas City and Chicago.
Connections in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and all points East.
JAMES CHARLTON,
General Passenger and Ticket Agent, Chicago.
J. C. McMULLIN,
General Sup't, Chicago.
d81

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WARM SPRING BATHS.
Private & Plunge.
THESE celebrated baths are open to the public at all seasons. Their medicinal properties are so widely known that it is needless to enumerate them.
Besides the Private Baths, the large and handsomely furnished Plunge Baths, for Ladies and Gentlemen, are now open.
d34-1y H. ARNOLD.

MUSEUM!
OPPOSITE OLD TABERNACLE GATE.
Proprietor, J. W. Young.
UTAH AT A GLANCE,
In Minerals, Ores, etc.; Home Products and Home Manufactures, Animals, etc.
VIEWS OF THE YELLOWSTONE, ETC.
Open from 9 to 6 Daily, Except Sundays
ADMISSION 25 cts. Under 12, Half Price
Children, 10 cts.
J. L. BARFOOT Manager.

F. A. MITCHELL. DAVID JAMES
NOTICE.
WE, THE UNDERSIGNED, HAVE this day associated ourselves together for the purpose of ...
TIN, COPPER & SHEET HARDWARE,
ALSO,
Gasfitting & Plumbing.
... [illegible]
MITCHELL & JAMES,
[illegible]

LADIES' BAZAR!
Mrs. Wilkinson
NOTIFIES her friends and the ladies of Salt Lake City in general that she is
NOW RECEIVING A NEW AND SPLENDID ASSORTMENT OF
FALL MILLINERY
OF THE
Latest and Most Fashionable Styles,
Together With a Beautiful Stock of
FANCY
DRESS GOODS!
AND
Fancy Notions!
ALSO
A SPLENDID LOT OF
WATER-PROOF SUITS,
At the extremely Low Price of
$10.00.
FIRST SOUTH STREET
West of Z. C. M. I.

GROCERIES
CHEAP FOR
Cash!
AT
G. F. CULMER & CO'S
Prices Guaranteed Satisfactory.
WINDOW
AND
Plate Glass.
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Milburn Wagons.

THE TIMBER IN THESE SUPERIOR Wagons is of the very BEST QUALITY and THOROUGHLY SEASONED.
For Easy Running they cannot be excelled. Experience proves that in standing the roads and climate of Utah they are
SUPERIOR TO ANY IN THE MARKET.
In everything that makes a good wagon we challenge a comparison with any in the market.
DEPOT---STATE ROAD
Opposite Seventies' Hall.
d208 6m JOHN MILBURN.

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For Sale at the
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Salt Lake City.
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" roan gilt ...
" roan ...
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Hymn Book (14th edition), morocco gilt ...
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" plain ...
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RAILWAY.
The Short and Direct Line
FROM OMAHA
TO
CHICAGO,
Detroit, Cleveland, Buffalo, Suspension Bridge, Pittsburgh, Baltimore, Washington, Philadelphia,
New York, Boston
And all points in New England and the Canadas. Also to
Cincinnati, Louisville, St. Louis, New Orleans
And all points South and South-east.
This Line has adopted all modern improvements in track and equipments, &
Steel Rails, Luxurious Day and Sleeping Cars, Miller Platforms and Westinghouse Safety Air Brakes.
Ask for and see that your tickets read
VIA CHICAGO AND NORTH WESTERN RAILWAY.
M. HUGHITT, Gen'l Sup't. H. P. STANWOOD, Gen'l Pass'r Ag't.
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