

RAILROADS.

Utah Western Railway Company.

SPRING & SUMMER ARRANGEMENT.

ON AND AFTER Monday, May 1st, 1876.

The Utah Western Railway Company will run daily trains as follows (Sundays excepted):

Leave Salt Lake City at 7 a. m. Stopping 20 minutes at Lake Point for Freight.

Arrive at Halfway House at 2.30 p. m. Leave Halfway House at 2.45 p. m. (Stopping 20 minutes at Lake Point for Freight.) Arrive at Salt Lake City at 2.55 p. m.

ON SUNDAYS

Leave Salt Lake City at 10 a. m., stopping 20 minutes at Lake Point for Freight, arrive at Halfway House at 2.30 p. m. Leave Halfway House at 2.45 p. m. (Stopping 20 minutes at Lake Point for Freight.) Arrive at Salt Lake City at 2.55 p. m.

ON Wednesdays & Sundays

ONLY A SPECIAL RECREATION TRAIN will leave Salt Lake City at 10 a. m., connecting at Lake Point with the STEAMER.

GENERAL GARFIELD

Which will make a trip on the GREAT SALT LAKE, returning in time for supper at the Lake Point Hotel, and connect with the train arriving at Salt Lake City at 2.55 p. m. TICKETS good on either of Wednesday and Sunday trains and including ride on the steamer, \$1.50.

Special rates given to Recreation Parties upon application to G. W. THATCHER, General Agent.

For any information concerning freight, apply to J. N. PIERCE, Gen'l Freight Agent, 415 N. KIMBALL, Bldg.

UTAH NORTHERN RAILROAD.

ON AND AFTER JANUARY 1st, 1876

Trains will run daily as follows:

NORTHWARD.

Leave Ogden 7.30 a. m. Arrive at Franklin 2.30 p. m.

SOUTHWARD.

Leave Franklin 7.30 a. m. Arrive at Ogden 2.30 p. m.

Gilmer & Salisbury's Stage Line runs from Montana connects with trains at Franklin.

M. W. MERRILL, Supt.

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1876.

Going South.

Trains leave Salt Lake City at 7.30 a. m. Arrive at Ogden 2.30 p. m.

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NEW ADVERTISEMENTS.

DAY & CO.,

IMPORTERS, JOBBERS AND RETAIL DEALERS IN

General Merchandise!

JUST ARRIVED, A FINE SELECTION OF

MEN'S AND BOYS' SUMMER HATS.

Which we offer at Very Low Prices. See our

DOLLAR CORSETS.

They are just the thing for you. Our

PURE NATURAL LEAF TEA

is unequalled. Try it, and be convinced.

FAMILY GROCERIES,

FLOUR, FEED AND GRAIN,

POCKET AND TABLE CUTLERY,

WILKINSON'S SHEEP SHEARS.

We guarantee Quality, and meet all Competition.

Call and see us.

Opposite Wells Fargo & Co., MAIN Street.

NEW SPRING GOODS

Taylor & Cutler's!

Prices as Low as at any

House in Town.

CALL AND EXAMINE!

GRAND

RE-OPENING

New Store! New Stock!

SIEGEL BROS.

HAVE JUST OPENED ALL THE

LATEST NOVELTIES

IN

FINE CLOTHING,

GENTS' FURNISHING GOODS,

Latest Nobby Styles in

SPRING HATS,

ETC., ETC., ETC.

Which we offer at the Lowest

Market Prices.

CALL AND SEE FOR YOURSELVES.

COUNTRY MERCHANTS

Will find it to their advantage to

call on us before purchasing

elsewhere.

SIEGEL BROS.

88 Main Street.

NEW BOOKS!

Four Hundred Pages

"CORRESPONDENCE"

PALESTINE TOURISTS!

Comprising a collection of letters written by President

Geo. A. Smith and members of his party while

travelling in Europe, Asia and Africa

in 1871 and 1872.

JUST PUBLISHED

Is for sale at the Deseret News Office, Dwyer's Book Store, and at

the Office of Professor Thomas, East Temple Gate, at the following

prices:

Morocco, etc., Embossed, \$3.00

Morocco, etc., Embossed, \$2.50

Cloth, etc., Embossed, \$2.00

Cloth, etc., Embossed, \$1.50

Cloth, etc., Embossed, \$1.00

Cloth, etc., Embossed, \$0.50

Cloth, etc., Embossed, \$0.25

Cloth, etc., Embossed, \$0.10

Cloth, etc., Embossed, \$0.05

Cloth, etc., Embossed, \$0.02

Cloth, etc., Embossed, \$0.01

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EVENING NEWS.

Monday, May 15, 1876.

CENTENNIAL EXPOSITION AND HOW

TO REACH IT FROM CHICAGO.

Nearly all the great lines of railway

which sweep through the populous re-

gions West, Northwest and Southwest

of Chicago, terminate in Chicago, and the

Centennial visitors they carry must there

find a new channel by which the pilgrim-

age to the East need not be continued. The

Intelligent American need scarcely be told

that the best, shortest, and only direct

route from Chicago to the Centennial Ex-

hibition is the route via the

Centennial Exposition and how to reach it

from Chicago.

The management of this great route has

been from the origin of the International

Exhibition been zealous in advertising it as

an event important to the people, and has

materially assisted in establishing it as a

route so comprehensive as to reflect credit

on the management of the exhibition, and

perhaps the more willingly appreciated, be-

cause the management fully appreciated the

position their line of railway would

occupy toward the exhibition, and were

determined that no omission on their part

would mar the perfect success of a com-

memorative event of unparalleled impor-

tance.

From the great extent of their lines,

which directly connect all important cen-

ters in the West with the Centennial Ex-

hibition, and the fact that a large portion

of the line to the East, rendered it impos-

sible to reach the destination over it. To this

may be added the fact that the location of

the exhibition, rendered it impossible for

any other route to directly reach the Build-

ing and Exhibition grounds, and as such, there-

fore, the location of the principal office was

fixed, a contiguous and accessible place

designated by the authorities as the

place for the Centennial Exposition. Blended

with these considerations was the fact, that

the management desired to illustrate the

degree of excellence attained by the rail-

road transportation system of America.

Great as the nation's achievement in

other respects are, it is yet certain that

none has been so great as the achievement

of making the principal route to the

Centennial Exposition as perfect as possible

was plainly apparent. The Fort Wayne

route, the most direct and the most

convenient of the Centennial work,

its location, between Philadelphia and

Chicago, was conceded to be upon the

best line uniting the Atlantic Seaboard

with the West and Northwest, while its

connecting lines, well known to be as

direct as possible, rendered it the most

convenient for the public. These trains

will, as far as possible, pass over the most

interesting portions of the route in day-

light, thus affording passengers a view of

the splendid scenery for which the route

is widely and justly celebrated. The hotel

and refreshment facilities, and the

route will be equal to the largest de-

mands, and the excellence of these will,

in all respects, be up to the high standard

established and held by the best of the

Atlantic coast, and no other, and yet not

run its trains at more than ordi-

nary speed.