Impending Horrors.

THE TERRIBLE PREDICTIONS OF THE AMERICAN SCIENTIFIC ASSOCIATION.

Few know the terrible import of the recent meeting of the American Scientific Association at Portland. To the development of new horrors in store for poor humanity it was awfully prolific. Its members vied with each other in predictions of coming convulsions of nature, and sustained their arguments with truths brought to light from the deepest and darkest wells of science. That humanity is to be obliterated was the gist of five papers read by five of the most scientific, trusted and celebrated members of the Association. A terrible and total extinction of animal life was foretold by all, the only question being which of the five horrors shall first develop itself and perform the work of universal destruction.

THE SUN TO BE EXTINGUISHED.

Professor Young, the most eminent living student of the solar physics, read a paper on the sun. That body, he argued, is a gigantic bubble, whose crust is gradually thickening and whose size is diminishing. There is a constant loss of heat, which will end in its extinction as a producer of warmth and light. He quoted Faye, Secchi, and others to prove that the material of the sun is gaseous, and that these gases are retained by some kind of a crust. Through this surface the tumultuous inner composition is constantly spurting and outbreaking with great violence. He shinks that this crust "may consist of a sheet of descending rain—not of water, of course, but of the materials whose vapors are known to exist in the solar atmosphere, and whose condensation and combination are supposed to furnish the solar heat." As this peculiar rain meets the gaseous substance of the sun it coalesces into a continuous sheet, forming "a sort of bottomless ocean, resting upon the condensed vapors underneath, and pierced by innumerable ascending jets and bubbles." This action of the sun's envelope will be a quenching of the great orb upon which we depend for heat and light. It will grow smaller, and more compressed and surrounded by this crust, until it will be so hidden and muffled as to be practically excluded from the economy of the universe. The result will be intense cold and darkness, a cessation of all animal life, and an immediate return to original chaos.

THE BUBBLE EARTH TO BURST.

General J. G. Barnard described the interior of the earth as a molten fluid. Previous notions had given the earth, however, a rigid exterior surface from one to two thousand feet deep. He refuted this theory, and claimed for the globe upon which we live somewhat the construction of a rubber ball filled with melted lead. The surface is, he thinks, a pliable coating that has been gradually formed over the fiery mass inside. A globular form is maintained by rapid rotary motion, the inner fluid sustaining the soft shell in its position, so that the undulations are imperceptible to us. Thus we are being whirled through space on a huge globule, the surface of which floats on an interior of liquid fire. only the rotary speed of this bubble keeps it together, and any disarrangement or change in terrestrial phenomena would transform it all into a fluid that would resolve itself into vapor. General Barnard does not believe that the surface is of an essentially different composition from the liquid interior—it has only been condensed sufficiently to form a sort of capsule. The tenor of the world's existence, therefore, is exceedingly uncertain. Any greatly disturbing influence—the breaking out of a huge volcano, any change in the surface that would render it brittle, the impact of a heavy meteor or comet—may, in a moment, immolate it, leaving humanity to whirling death amid the horrors of inorganic space.

DARKNESS, SILENCE, AND DEATH.

Mr. H. F. Walling began an essay on "The Dissipation of Energy" by saying: "Since the days of the ancients it has been known that all motion is gradually developed by friction, and must finally cease unless maintained by external power." The heat power of the sun, which he regarded as the motive power of the earth, is being exhausted by the prodigious lavishness of its expenditure. It is supposed, he said, that the satellite will fall into planets, planets into suns, and suns into a common centre, after which "darkness, silence, and death will reign." He was not without a shadow of hope, however. He saw only two possible chances for a postponement, at least, of the dreadful catastrophe: first, a series of natural chemical evolutions attracting to the sun a vast amount of combustible material; and second, the infinite magnitude of the universe being sufficient to permit a never-ending concentration of masses. The dreaded effect of a loss of sun-power, he said, is a displacement of atmospheric forces. Tidal influences or planetary collisions may hasten the final dreadful catastrophe, which will be a slowing of the machinery of the universe, until growing stagnation culminates in a total extinction of life forces.

UNIVERSAL DROUGHT AND STARVATION.

Professor Franklin B. Hough foretold a perpetual drought, the result of a clearing off of the forests. "The contrast," he said, "between an open and sunburnt pasture and one interspersed with clumps of trees must have been noticed by every careful observer. The fact that furniture in houses too much shaded will mould is an instance of the humid influence of trees, and the results of woodland shade explain the fulness of springs and streams in the forest, which dry up and disappear when the trees are removed." The rapidity with which forests are disappearing has already been a matter of alarm; but when we consider the effect upon streams—practical illustrations of large ones being lessened and small ones extinguished—there is cause for fright. Land will become unwieldy and consequently sterile; crops will lessen in volume until the arid and treeless plains refuse to respond to the incitement of the farmer; universal famine will ensue; and the world, entirely depopulated by starvation, will sink into quiescent bitativeness, until some new change calls another form of life into existence.

INSECTS TO END THE HUMAN RACE.

Dr. Le Conte, the new president of the association, read a paper on the enormous increase and destructiveness of injurious insects. The present actual annual damage done by insects to crops in the United States is over three millions of dollars, yet these figures give but an inkling of what the increase promises for the future. "Just now," says Dr. Le Conte, "a portion only of the insect tribes are sufficiently numerous by nature to inflict injury upon man and his possessions; but civilization destroys the balances of life which naturally keep down increase, and permits in the case of insects—those previously insignificant in numbers—to become prominent factors in a work of destruction." The only methods suggested by this scientist to avert a calamitous plague were "to abandon the crops and starve out the noxious insects," or to establish "a system of checks on their increase equivalent to those existing before civilization interfered." Either of these plans are, of course, impracticable. The impending dilemma seems to be an increase of insects so vast that the plagues of Egypt will be more than reproduced, and that all vegetation, and finally starving and helpless man himself, will be eaten.

All of which augurs an early dropping of the curtain upon the fleeting show of life.—*New York Graphic.*

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Preston, H. H. Dalrymple, " "
Oxid, N. C. Ellefsen, " "
Liberty, E. N. Austin, " "
Paris, E. H. Hoxie, " "
Bloomington, George Osmond, " "
St. Charles, John A. Hunt, " "
Fish Haven, Hugh Findley, " "
Lake Town, *alias Ibaiot*, Ira Nebeker, Rich co., Utah
Mendonville, Josiah Tufts, " "
Randolph, Randolph Stewart, " "
Woodruff, Henry Lee, " "
Almy, Samuel Pike, Wyoming Territor
Evanston, Wm. G. Burton, " "

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Oxford, George Lake, Oneida co., Idaho
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Franklin, L. H. Hatch, " "
Weston, John Maughan, Cache co., Utah
Clarkston, Simon Smith, " "
Newton, W. F. Littlewood, " "
Lewiston, W. C. Lewis, " "
Richmond, M. W. Merrill, " "
Smithfield, Samuel Roskelly, " "
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Logan, W. B. Preston, " "
Providence, M. D. Hammond, " "
Millville, G. G. Pitkin, " "
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Wellsville, Wm. Maughan, " "
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*Malad City, Daniel Daniels, Oneida co., Idaho
Samaria, Samuel Williams, " "

DANIEL DANIELS, Presiding Bishop over the last-last named places.

Portage, O. C. Hoskins, Box Elder co., Ut
Deweyville, J. C. Dewey, " "
Calls Fort, Thomas Hasper, " "
Bear River City, Wm. Neeley, " "
Mantua, H. P. Jensen, " "
Brigham City, Alvin Nichols, " "

A. NICHOLS, Presiding Bishop over the six last named Wards.

Willard City, G. W. Ward.

WEBER COUNTY, UTAH.

L. J. HERRICK, Presiding Br

*Ogden, L. J. Herrick.
North Ogden, Henry Holmes.
Plain City, L. W. Shurtliff.
Mound Fort, David Moore.
Lynnie, Robert E. Baird.
Slaterville, Thomas Richardson.
Harrisville, David Hewson.
Marriat, 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.

DAVIS COUNTY.

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

MORGAN COUNTY.

Mountain Green, Eli Spaulding.
Weber City, C. S. Peterson.
Enterprise, Jesse Haven.

C. S. PETERSON is Presiding Bishop over the three last named Wards.

Milton, L. P. Christiansen.
Littleton, W. G. Smith.
Richville, John Seaman.
Porterville, Alma Porter.
Morgan City, Richard Fry.
Round Valley, Samuel Carter.

W. G. SMITH is Presiding Bishop over the six last named places

Croydon, Ephraim Swann.

SUMMIT COUNTY.

Henneferville, Chas. Richens.
Echo, Elias Aspen.
*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.

SAMUEL F. ATWOOD, Presiding Bishop over the above six Wards.

WASATCH COUNTY.

ABRAHAM HATCH, Presiding Bishop.

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

SALT LAKE COUNTY.

1st Ward, S. L. City, Jos. Warburton.
2d " " James Leach.
3d " " Jacob Weiler.
4th " " Thomas Jenkins.
5th & 6th, W. H. Rickenslooper.
7th " Wm. Thorn.
8th " R. F. Sheets.
9th " John Proctor.
10th " Alex. Rishton.
11th " L. W. Hardy.
12th " H. 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.
Sugar House Ward, W. C. A. Smoot.
Brighton, A. H. Raleigh.
Big Cottonwood, David Brinton.
Mill Creek, Reuben Miller.
South Cottonwood, J. S. Bawtins.
West Jordan, Archibald Gardner.
South Willow Creek, I. M. Stewart.

TOOELE COUNTY.

JOHN ROWBERRY, Presiding Bishop.

E. T. City, G. W. Bryan.
Pine Canyon, Moses Martin.
*Tooele City, John Rowberry.
Grantsville, T. R. Clarke.
St. Louis, 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, Hyrum 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. S. 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 Ville, B. F. Johnson.

J. S. TANNER is presiding Bishop over the four last named places.

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 Thurber.
Mount Pleasant, W. E. Seeley.
Spring City, Frederick Olsen.
Ephraim, Kanute Petersen.
Manti, A. M. 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 Gilliard.
Annabelle Springs, Edward Roberts.
Joseph, Ivor Isaacson.

MILLARD COUNTY.

THOMAS CALLISTER, Presiding Bishop.

Scipio, Daniel Tomlinson.
Cedar Springs, Chas. Holden, David Stephens.
*Fillmore, Edward Partridge.
Meadow Creek, W. H. Short.
Oak Creek, R. D. Lyman.
Kanosh, Gilbert King.

BEAVER COUNTY.

JOHN R. MURDOCK, Presiding Bishop.

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

IRON COUNTY.

*Parowan, Samuel Smith.
*Parowan, W. H. Dame.
Summit.

W. H. DAME, Presiding Bishop over the foregoing named places.

Paragonah, G. W. Perry.
Cedar City, Ezekiel Luna.

KANE COUNTY.

Kanarra, H. W. Brandley.
Harmony, W. D. Pace.
Pine Valley, J. H. Johnson.
Yoder, J. C. Willis.
Virgin, John Parker.
Rockville, C. N. Smith.
Long Valley, James Leatham.
Kanab, Levi Stewart.

WASHINGTON COUNTY.

Harrisburg, O. S. Adams.
Washington, Jesse Smith.
Mt. Pleasant, H. H. Blackburn.
Santa Clara, Edward Dunkerley.
Pine Valley, Wm. Snow.
Pinto, Richard Robinson.
Hebron, B. Cottle.

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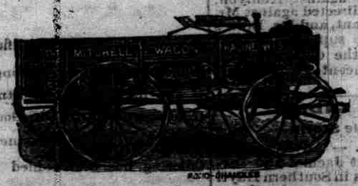
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BOOK AND CLOCK SHELVES—At Dinwoodey's.
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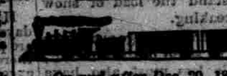
WINDOW SHADES—At Dinwoodey's.
OFFICE and PARLOR DESKS—At Dinwoodey's.
WINDOW CORNICES—At Dinwoodey's.
Book Cases, Cupboards, Meat Safes, Mirrors and Mirror Plates, Feathers, Spring [illegible]
The Wonderful Woven Wire Mattress.
THE BEST RED SUN[illegible]
Special Inducements to Country Dealers.

TRAVEL.

Utah Southern
RAILROAD.

On and after Dec. 20, 1872,
Daily Trains
Will Leave the
Utah Central R. R. Depot
Salt Lake City at 8 a. m. and 2.30 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 7.35 a. m. and 2.15 p. m.
Leave Sandy at 8.50 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.
4242

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 6.40 a. m. and 4.30 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 8 a. m. and 2.30 p. m., and Ogden at 9 a. m. and 6.30 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-tf

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, Scriver, 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 into 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.
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BOOK BINDERY
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MANUFACTORY
IS supplied with the most recent and improved Machinery for the execution of the following class of work:
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CORPORATION,
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BLANK WORK
Ruled and Bound to Order.
Music, Magazines and Periodicals
Pamphlets, Reports, By-Laws, Rules, Regulations, Catalogues, Price Lists,
PAPER RULING

RAILROADS.

C. P. R. R.
ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows:
3.40 p.m. (Daily) Passenger Train for Reno (for Carson and Virginia), Sacramento, Marysville, Redding (for Portland, O.), Stockton, Merced (for Yosemite), Tehachapi (for Los Angeles), Fresno and San Francisco.
8.00 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. RIDE,
Agent, Salt Lake City.
Office with Marshall & Carter, over U. P. & Co's Bank.

U. P. R. R.
UNTIL further notice trains will leave and arrive at Ogden daily as follows:
LEAVE.
Daily Express,.....8.30 a.m.
Mixed,.....6.30 p.m.
Freight,.....10.30 a.m.
ARRIVE.
Daily Express,.....5.10 p.m.
Mixed,.....2.25 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 can 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. 479

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 East 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, 218 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,
Rochester,	Toronto,
Troy,	Utica,
Harrisburg,	Springfield, Mass.
Boston,	Baltimore,
Burlington, Ia.,	Whiteball,
Quincy,	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 Pullman Sleeping and Dining Cars between Kansas City and Chicago.
Connections in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and points East.
EASTERN MAIL CHANGE.
General Passenger and Ticket Agent, Chicago.
J. C. McMULLIN, General Supt., Chicago.
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Through Cars to New York.
61 MILES THE SHORTEST ROUTE
CHICAGO AND NEW YORK
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CHICAGO RAILWAY
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THROUGH LINE.
QUICKEST ROUTE to the EAST
3 Daily Express Trains
With Pullman's Palace Through Cars leave
CHICAGO, FORT WAYNE AND CRESTLINE
Or arrive at Crestline from the West for
PITTSBURG, HARRISBURG
Philadelphia, Baltimore, Washington City
New York, Boston
And all intermediate points, and direct to the Seaboard Cities.
Tickets for sale at all principal Ticket Offices in the West and Northwest.
Baggage checked through to destination.
Sleeping Cars run through without change between Chicago and Philadelphia, Baltimore and Washington City.
Pennsylvania Central R. R. Cars run through to Baltimore and Washington City without change.
Office, No. 56 Clark Street, Sherman House Corner.
PITTSBURGH STEAM LINE.
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