H. E. PHELPS IS SELLING

PRINTS

FIRST-CLASS STANDARD Shreeve's and other well-known Brands.

AT 8½ CENTS!

I MEAN BUSINESS! CALL EARLY!!

O'NEIL & CO.,

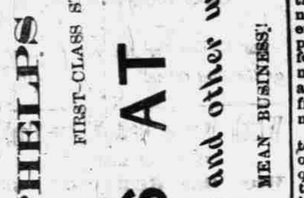
PROPRIETORS

Salt Lake Shops.

ONE BLOCK WEST OF WALKER BROS.,

BLACKSMITHING

AND



Wagon Work

OF ALL KINDS.

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And TRIMMING Neatly and Promptly Done.

Horse-Shoeing a Specialty.

W. HOWARD, Prest. P. PUGSLEY, Sec'y

SALT LAKE CITY IRON CO.

HAVING PURCHASED THE SALT LAKE IRON WORKS, and added thereto the Tools and Machinery belonging to WM. J. SILVER, are prepared to do

All Kinds of

IRON and BRASS CASTING

FORGING, TURNING,

BORING and FITTING UP

WM. J. SILVER,

SUPERINTENDENT.

P. O. Box 46.

Half Block South of R. R. Depot

☞ N.B.—Drawings, Plans and Specifications of all kinds of Mill-work and Machinery. d12

GILMER & SALISBURY'S

DAILY

Stage Lines

EMPLOYED IN

Montana and South-east Nevada

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.

d3 tf

VALUABLE PROPERTY

FOR SALE.

Splendid Investment to Capitalists, or persons desirous of making a permanent home in Utah.

Embracing in all 207 Acres, or thereabouts.

SAID property situated at and near Plain City, Weber Co., Utah.

To be sold without reserve to the Highest Bidder, by Private Sale and Immediate possession, if required. Satisfactory reasons for sale given. Good title guaranteed.

Said property described as follows, to wit:

Lot 1. One City Lot, containing one acre, nine dwelling House and Outbuildings, containing three rooms, also one Granary, Rock Cellar attached, Outhouse, &c., and good Orchard stocked with fruit-bearing trees. One City Lot, containing one Corral, Yards, &c., with Shed, Stable, &c., for stock, and other improvements thereon; one City Lot, contiguous to the above, used for raising vegetables—also fifteen Acres of Pasture Land adjoining.

Lot 2. One City Lot, containing one acre, nine rods, also one dwelling House, containing two rooms, adjoining Outbuildings, Corral to boar, and other improvements thereon.

Lot 3. Three City Lots, variously improved, with fruit trees and garden cultivated, all in good condition.

Lot 4. Containing Ninety Acres of Farming Land, fifty acres under full head, rotten crop.

Lot 5. Eighty Acres of Willow Land, situated on the Weber River, and within a short distance of Plain City.

Lot 6. Fifteen Acres of good Hay Land, fully of access and in good condition.

Good and permanent water privileges attached to all of the above property.

ADVANTAGES.

The above property is situated in a healthy locality, contiguous to a never-failing range for stock, within easy distance of the line of the Central Pacific Railroad, also a never-failing supply of water, being irrigated by a stream from the Ogden River, which passes through the property, and is the settlement by one of the best-built and largest canals in the Territory.

To be Sold for Cash, in Lots to suit purchasers.

For further particulars apply to Wilkin Gaddes on the premises, or to E. K. Wadsworth, Room 6, up stairs, Look Star Hall, Salt Lake City.

May 1st, 1875. d & s w

EVENING NEWS.

Thursday, - - - May 13, 1875.

The Science of Pedagogy.

[CONCLUDED.]

But there is a much higher ground for the value of special study and general self-culture on the part of the teacher. It cannot be too strongly impressed upon our consciousness, that as soon as we cease to learn we cease to teach successfully. Education has been termed a dynamical and not a mechanical process. The forces must be active and in motion. That mind may act upon mind, there must be growth and vital activity in the one as in the other. And so the teacher who rests satisfied with the present state of his knowledge, nor seeks by study constantly to enlarge its boundaries, gives to his pupils to drink from a stagnant, fetid pool, that would repel the most ardent, instead of that Pierian fount, whose copious and refreshing streams will allure the most careless and indifferent.

But though the mind of the teacher be stored with the treasures of knowledge gathered from every quarter, yet, unless he possesses the skill to impart it, he will be like a mine of precious ore buried in the bowels of the earth, or a fountain sealed up in a rock, or a light hid under a bushel; and this brings us to the second of the qualifications which go to make up the good teacher, *aptness to teach.*

It was a remark of Lord Bacon, that the art of well delivering the knowledge which we possess is among the secrets left to be discovered by future generations. And from another source we are informed, that there is, perhaps, no mistake so fatal to the proper education and training of youth, as the practical error of imagining that because a man possesses knowledge, therefore he will be able to communicate it. The knowledge of a Newton or a Bacon would avail little without a proper mode of communication. Aptness to teach includes a great variety of details which defy enumeration. It involves the power to stimulate the interest and awaken the curiosity of the scholar; for, to teach one who has no curiosity to learn, is like sowing a field without first plowing it. It involves all the methods and processes of education—the power of invention to apply particular remedies in unlooked for emergencies. The possession of this faculty in a higher or lower degree, constitutes mainly the great difference in teachers. In some it seems to be born—a gift of nature or an inspiration, and such may be truly said to have a genius for teaching, while others acquire it but painfully and slowly, after frequent failures and great discouragements. Yet which of us can claim to possess it in perfect measure? We have this satisfaction of knowing that every true teacher is susceptible and can improve. How is this all-important quality to be obtained? Some may say by experience, planting themselves upon the venerable but very questionable maxim, that experience is the best teacher. It is certainly the most costly, and few can afford to pay for it. But there is a kind of experience, more valuable and much less costly, of which we can enjoy the benefit—it is the *experience of others.* The destined general begins his experience as a subaltern, and laboriously studies the rules of military science, which is only the systematized experience of former ages, under another guidance, and thus slowly rises from post to post, before he is entrusted with an independent command. In our profession, the young teacher should seek laboriously and eagerly to make himself acquainted with the recorded experience of those who have gone before him, who in times remote or in times recent have left for our guidance and instruction the fruits of their labors and observation in dealing with the hearts and minds of youth.

This constitutes that science of education, the study of which in some countries has as well defined a place in the preparation of a teacher for his work, as the acquisition of a knowledge of the subjects which he proposes to teach. Thus in Prussia and other states of Europe, not only is a standard of scholarship, equal at least to that aimed at in the schools, prescribed by law for all those who aspire to employment as teachers, but for nearly a century there have been pedagogic seminaries for their training, where theory and practice are judiciously blended in preparing the neophyte for the higher services of the temple. We are well aware that the necessity for a normal school for such special preparation in knowledge and methods, and continued efforts at self and professional improvement, is paramount to advance the educational interests of our Terrritory.

The third of the qualifications, as entering into the composition of a good teacher, is *tact in the government of the young.* Although this quality is entirely distinct from those already mentioned, yet, without it, in some considerable degree, they will be rendered of no avail. It is also that quality most difficult to be acquired and least often possessed as a native gift. The lack of it causes most of the teacher's troubles and annoyances, and constitutes the rock upon which his professional prospects oftenest go to wreck, and it is that in which real genius has the fullest range and works the most striking results. It defies analysis, it consists sometimes in a look, sometimes in the tone of the voice, always in the knowledge and power to apply the remedy needed by the case in hand. "The proper study of mankind is man," the most perplexing one, no doubt, of boys; but perplexing as it may be, it must yet be entered upon and prosecuted with zeal and care. He must know not only the boy nature in the abstract, but in the concrete as well, and especially those specimens of it which are in his charge and keeping—ofttimes as numerous in their variety as are the individuals. He must have, either natural or acquired, a genuine sympathy with the young—if possible, he must learn to love them. No human being, it has been remarked, ever exercised any enduring influence on another without some bond of sympathy existing between them. But it must be genuine. No shams will answer here. Grown persons may be deceived by professions, children never.

The last of the qualifications demanded for the work of the teacher, which I shall briefly notice, is *professional enthusiasm.* It is true that enthusiasm in the pursuit of any object is the best security for its attainment. The operative in mind, unlike the operative in matter, needs the active co-operation of the materials upon which he works. What can awaken the enthusiasm of the learner, except the enthusiasm of the teacher? What mind ever caught an inspiration from that which felt none, or was ever lighted up or warmed by that which was dark and cold? It has been said by a high authority, that the educator of youth should be animated in his employment by pure love to his race, and nothing else. He that devotes himself to the business of education from any other motive than that of developing his pupil's understanding for the apprehension and appreciation of all that is excellent and desirable within the compass of human knowledge, and of cultivating his heart for the love of virtue, the love of God and man, is destitute of the spirit that ought to actuate all who would educate the young, an office second to none that can be confided to the faithfulness of man. However much we may all lament the impossibility of securing conformity to so lofty a standard of motive, yet we cannot, without a feeling of indignation, reflect upon the contempt which our profession has often reaped from the mistakes and failures of those who enter it without spirit or preparation for the work, and abandon it without regret.

Let every teacher who is interested in the morals, mind, and physical education of Utah's children, use his moral influence to have established, as soon as possible, a normal school, for the manufacture of our own home teachers, for those who are identified with the general interests of the Territory would doubtless labor with greater zeal in the educational department than the transient elements which we are now almost compelled to employ, in many instances, in consequence of the lack of qualified home talent.

O. H. RIGGS,
Ter. Supt. Common Schools.
Utah, May 8, 1875.

T. R. JONES.....President.
JOHN SHARP, Jr.....Vice-President.
J. T. LITTLE.....Treasurer.

UTAH

FORWARDING COMP'Y.

(Incorporated under the laws of the Territory.)

Under contract with E. R. Co. and Fast Freight Lines.

WE WILL FORWARD GOODS TO ALL points in Utah and Southern Nevada.

The handling, sampling and shipping of ORE and BULLION a specialty.

Rates of freight given and guaranteed to all points East and West. Cash advances made on negotiable articles.

Office opposite U. C. R. R. Depot, Salt Lake City.

GEO. Y. WALLACE, Su Pt.

d52

P. A. MITCHELL.....DAVID JAMES.

Mitchell & James

RESPECTFULLY announce to the public that they have

REMOVED

To their new premises on

West Temple Street,

Opposite the City Meat Market,

Where they hope, by strict attention to business and small profits, to merit the continued patronage so liberally bestowed upon them.

Tin, Sheet Iron & Coppersmiths

Furnace Work and Roofing.

GALVANIZED IRON CORNICE, GAS, WATER and STEAM FITTERS.

WEST TEMPLE ST.,

Opposite City Meat Market.

d152

CHAS. J. CANNON,

Practical Tailor,

MAIN ST., opposite Walker House,

SALT LAKE CITY,

Executes Good and Cheap Work in the Latest Styles. Fits Guaranteed. Cleaning and Repairing Neatly Done. d152

NEW AMERICAN

Sewing Machine.

ESTEY ORGANS,

PIANOS,

AND

GENERAL MUSICAL MERCHANDISE.

DAYNES & SON.

NOTICE TO THE TRADE.

THE UNDERSIGNED NOTIFIES THE TRADE THAT he has been exclusively engaged in the Hat, Cap, Boot and Shoe business for the last twenty-five years, and he wishes to call your attention to the fact, that in order to serve the trade this season, he has made very large purchases in the above lines, and will keep the stock full through the season. Any orders that the trade may favor him with will have prompt and careful attention, and at the very lowest prices. He hopes, by strict attention in above specialties, and not interfering in his neighbors' business, to merit a portion of the patronage of the trade.

Respectfully,

GEORGE BUNFORD.

Appleton, Noyes, & Co.

525 Main St., & 107 Washington Ave.,

ST. LOUIS, MO.

WHOLESALE DEALERS IN

BOOTS & SHOES

Manufacturers of the celebrated

ST LOUIS CUSTOM BOOTS:

☞ EVERY PAIR WARRANTED. d208 1y

PIANOS!

PARLOR

GRAND!

PARLOR

SQUARE!

PARLOR

UPRIGHT

☞ JUST RECEIVED! The Finest Assortment of First-Class PIANOS ever brought to this country. For sale at Reasonable Prices and on most easy

MONTHLY INSTALMENTS.

d1f CALDER & ARELESS

BATHS!

WARM SPRING BATHS.

Private and 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.

H. ARNOLD.

d201 1y

MERCHANTS'

PAPER COLLAR COMP'Y

124, North Main Street,

ST. LOUIS MISSOURI

The largest and Most Extensive establishment of the kind in the West. Have facilities for filling the Largest Orders at the shortest notice, of the best and most desirable styles of Collars and Cuffs ever offered, and at prices to Defy Competition.

Represented by

JOHN B. MAIBEN,

SALT LAKE CITY.

IF YOU WANT

FURNITURE

CALL AT

J. M. JOKLSON'S,

Opera House Block,

SECOND SOUTH ST.,

SALT LAKE CITY.

GOVERNOR AXTELL

Having applied and commissioned and qualified under the Notary Law, as Notary Public for Salt Lake County, I will attend to all business connected with the office, as per Revised Statutes.

Mining and Business men will do well to give me their patronage, as I propose to observe small fees, so as to indorse on the grease of custom.

Apply at Salt Lake Herald Office.

CHAS. W. STAYNER.

d112

BELCHER'S

Sugar Refining Co.,

ST. LOUIS, MO.,

Manufacturers of

Cut, Loaf, Granulated, Powdered and Granulated

SUGAR!

White and Yellow Coffee Sugar, in Barrels, Half Barrels and Sacks.

Golden Syrup and Syrup Molasses,

In Barrels, Half Barrels and Kegs. All of Superior Quality.

☞ Orders promptly executed.

Agents—Z. C. M. I., Weber, Saturday.

These Goods are kept by Z. C. M. I. and its Branch Stores, also by all the Co-operative Stores in the Territory. 207

1856 THE 1874

DESERET NEWS

BOOK AND JOB

OFFICE.

OFFERS Superior Facilities for the execution of

BOOK AND JOB WORK

IN ALL ITS BRANCHES.

We have the LARGEST ASSORTMENT of

Type

And Materials and carry the Heaviest Stocks of

PAPER

Of any office in the Western Territories.

OUR

STEAM POWER

Gives us an advantage in Speed, Execution and Price of Work.

BILL HEADS,
LETTER HEADS,
DRAFTS,
CHECKS,
CERTIFICATES,
ORDERS,
RECEIPTS,
DEEDS,
BALL TICKETS
CIRCULARS,
BUSINESS

Mercantile, Mining and Railroad

Blank Work

To Order, in

PLAIN, COLORED OR FANCY STYLES

POSTER WORK

A Specialty.

Mammoth Posters

AND

SHOW CARDS

In Plain or Color of Inks or Paper.

One, Two, or Three Sheets, executed

in the Best Style of Art and on the Shortest Notice.

OUR BOOK AND PAMPHLET

DEPARTMENT

Has also large facilities for the execution of this branch of business.

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5 Freight.	Fare.
Trains leave Salt Lake	A.M. 7 20	A.M. 6 10	P.M. 3 30	
Little Cottonwood	7 38	6 55	3 15	25
Junction	7 45	7 00	3 30	50
Arrive at Sandy	7 53	7 40	4 00	1 00
Leave Sandy	mixed	8 00		
Draper		8 18		1 25
Lehi		8 36		1 75
American Fork		8 50		2 00
Pleasant Grove		9 20		2 50
Provo		9 50		3 00
Springville		10 15		3 75
Spanish Fork		10 30		3 75
Payson		10 51		4 00
Santaquin		11 22		4 50
Arrive at Juab		11 49		5 00
Terminus		P.M. 12 00		4 00

Going North.

Name of Station.	No. 2. Passenger.	No. 4. Passenger.	No. 6 Freight.	Fare.
Trains leave Terminus	P.M. 12 20	A.M.	P.M.	
Santaquin	12 57			25
Payson	1 11			50
Spanish Fork	1 40			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	2 55			2 00
American Fork	3 20			2 50
Lehi	3 38			2 75
Draper	4 22			2 75
Arrive at Sandy	4 37			
Leave Sandy	4 47	9 20	5 00	3 00
Junction	4 51	9 40	5 10	3 25
Little Cottonw'd	5 11	10 15	5 40	3 50
Arrive at Salt Lake	5 40	11 00	6 15	4 00

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

F. LITTLE,
General Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After January 1st, 1874,

Daily Trains

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fare.
Trains leave Salt Lake.	6 00 AM	3 40 PM	
Woods Cross.	6 26 "	4 06 "	.50
Centreville	6 38 "	4 16 "	.75
Farmington.	6 50 "	4 33 "	1.00
Kaysville.	7 07 "	4 53 "	1.25
Arrive at Ogden.	7 50 "	5 40 "	2.00

Trains leave Ogden.	No. 2. Pass'r. 8 00 AM	No. 4. Pass'r. 6 30 PM
Kaysville.	8 31 "	7 10 " 1.00
Farmington	8 53 "	7 31 " 1.25
Centreville	9 04 "	7 44 " 1.50
Woods Cross.	10 13 "	55 " 1.75
Arrive at Salt Lake.	10 40 "	8 20 " 2.00

MIXED TRAINS

WILL RUN DAILY, Sundays Excepted.

Leaving Salt Lake City at 8.00 a.m. and and Ogden at 8.00 p.m.

For all information concerning freight or passage apply to

JAMES SHARP,
Gen. Freight and Ticket Agent.

JOHN SHARP,
GEN. SUPERINTENDENT.

UTAH WESTERN RAILWAY.

ON AND AFTER MAY 1st, 1875, and until further notice, the

Utah Western Railway Co

Will run daily trains for passengers and freight between

Salt Lake City and Halfway House

Leave Salt Lake City at 7:00 a.m.
Stopping for breakfast at Clifton's, and
Arrive at Half-way House at 9:30 a.m.
Leave Half-way House at 11 00 p.m.
Arrive at Salt Lake City at 1:30 p.m.

The stages of the Western Stage Co. connect with trains at Half-way House, for Tooele, Stockton, Spair and Dry Canyon, and street cars at Salt Lake City.

Passengers will please purchase their tickets at the office.

All freight for the West must be at the U.C. Depot not later than 5 o'clock p.m.

H. P. KIMBALL, Supt.

Salt Lake City, April 28th, 1875. d16

UTAH NORTHERN RAILROAD.

On and after May 10th, 1875.

NORTHWARD.

Trains leave	No. 1 Passenger.	No. 3 Freight.
Ogden	5:45 A.M.	6:45 P.M.
Corinne	7:30 "	Arrives
Logan	10:15 "	3:45 A.M.
ARRIVE AT		
Franklin	11:20 "	

SOUTHWARD.

Trains leave	No. 2 Passenger.	No. 4 Freight.
Franklin	12:45 P.M.	
Logan	2:00 "	6:00 P.M.
Corinne	4:21 "	1:35 A.M.
ARRIVE AT		
Ogden	6:15 "	8:00 "

M.R.—Nos. 1 and 2 will run daily. Nos. 3 and 4 will run between Ogden and Logan as follows: No. 3 will run northward every Tuesday, Thursday and Saturday nights. No. 4 will run southward every Monday, Wednesday and Friday nights.

Gilmer & Salisbury's Stage Line to and from Montana connect with trains at Franklin.

M. THATCHER, Supt.

CHAS. SIDLEY,
Gen. Freight & Ticket Agt. d141

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THIS Great Central Iowa Short Line Operates 500 Miles, with its connections, East and West, in

Shortest, Quickest and Best Route Between the

PACIFIC & ATLANTIC

The

Des Moines, Rock Island and Chicago

Passenger Trains Run Daily from Council Bluffs to Chicago, Connecting with Through Trains for the East.

Passengers Leaving Omaha in the Morning Reach Chicago the Next Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Next Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Second Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Second Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Second Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Third Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Third Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Third Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fourth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fourth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fourth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fifth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fifth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fifth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Sixth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Sixth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Sixth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Seventh Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Seventh Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Seventh Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eighth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Eighth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eighth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Ninth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Ninth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Ninth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Tenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Tenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Tenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eleventh Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Eleventh Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eleventh Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twelfth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twelfth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twelfth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fourteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fourteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fourteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fifteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fifteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fifteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Sixteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Sixteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Sixteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Seventeenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Seventeenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Seventeenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eighteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Eighteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Eighteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Nineteenth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Nineteenth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Nineteenth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twentieth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twentieth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twentieth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-first Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-first Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-first Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-second Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-second Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-second Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-third Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-third Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-third Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-fourth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-fourth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-fourth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-fifth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-fifth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-fifth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-sixth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-sixth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-sixth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-seventh Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-seventh Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-seventh Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-eighth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-eighth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-eighth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-ninth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Twenty-ninth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Twenty-ninth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirtieth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirtieth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirtieth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-first Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-first Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-first Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-second Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-second Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-second Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-third Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-third Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-third Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-fourth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-fourth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-fourth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-fifth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-fifth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-fifth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-sixth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-sixth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-sixth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-seventh Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-seventh Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-seventh Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-eighth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-eighth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-eighth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-ninth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Thirty-ninth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Thirty-ninth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fortieth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fortieth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fortieth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-first Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-first Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-first Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-second Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-second Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-second Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-third Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-third Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-third Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-fourth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-fourth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-fourth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-fifth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-fifth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-fifth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-sixth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-sixth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-sixth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-seventh Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-seventh Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-seventh Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-eighth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-eighth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-eighth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-ninth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Forty-ninth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Forty-ninth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fiftieth Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fiftieth Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fiftieth Day at 10:30 A.M.

Passengers Leaving Omaha in the Evening Reach Chicago the Fifty-first Day at 7:30 A.M.

Passengers Leaving Omaha in the Morning Reach Chicago the Fifty-first Day at 4:30 P.M.

Passengers Leaving Omaha in the Evening Reach