A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

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

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capital of Iowa) with branches from Bureau Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double north; 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 an entire meal, & good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, & 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 this Company runs its PALACE SLEEPING CARS for Sleeping purposes and its PALACE DINING CARS for Eating purposes. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri Rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Leavenworth and Atchison, connections being made in Union depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., F. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

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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.

At DES MOINES, with R. R. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

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At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Con. Br. Union Pacific R. Rds.

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CHICAGO & NORTH-WESTERN RAILWAY,

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PULLMAN HOTEL CARS are run alone by it through between

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No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

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Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

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Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

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Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, 512 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

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Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

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GREAT SHORT LINE TO BOSTON

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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 3.35 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 Pittsburgh 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 6.00 a m; New York 10.30 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

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UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave	A. M.	A. M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahl	7 28	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 40	8 45	85
Leaves			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
Amer'can Fork	8 56	11 35	1 80
Pleasant Grove	9 06	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 58	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 02	3 40	4 25
Nephi	11 30	4 30	4 75
Arrive at			
Chicken Creek	12 20	5 20	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M.	A. M.	
Chicken Creek	1 00	7 50	
Nephi	1 40	8 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 54	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 02	1 40	3 55
American Fork	4 32	1 55	3 75
Lehi	4 40	2 10	3 90
Draper	5 26	3 20	4 50
Arrive at			
Sandy	5 40	3 40	4 65
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahl	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. JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after NOVEMBER 4, 1879.

GOING NORTH.

Stations.	No. 1. Mixed	Miles.	Fares.
TRAINS LEAVE	A. M.		$ c.
Deseret	7.00		
Riverside	7.45	9	50
Lemmington	9.15	27	1.50
Mills	10.35	43	2.50
ARRIVE AT			
Juab	11.20	52	3.00

GOING SOUTH.

Stations.	No. 2 Mixed	Miles.	Fares.
TRAINS LEAVE	P. M.		$ c.
Juab	1.30		
Mills	2.15	9	50
Lemmington	3.35	25	1.50
Riverside	4.05	43	2.50
ARRIVE AT			
Deseret	5.50	52	3.00

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C. HICHENBERG

6w1m

EVENING NEWS.

Thursday, . . January 29, 1880.

Correspondence.

MINERSVILLE, January 25th, 1880.

Editor Deseret News:

Thinking that a few lines from this out-of-the-way corner of the globe would perhaps be of some interest to your readers, I take the liberty of addressing you.

The people, generally, seem to be enjoying good health. The prospects for the coming summer are more favorable than they have been in season's past, although the winter thus far, has been severe indeed. The weather having moderated, is quite pleasant now.

Last Saturday night the Y. M. and Y. L. I. Associations met conjointly for the first time this season, President William Goodman presiding. After the usual opening preliminaries the members interestingly entertained the meeting for two hours with readings, songs, recitations and speeches. From the good order that prevailed, and the attention given, conclusion is drawn that the listeners highly appreciated the efforts made for their entertainment. For some season most of the members enrolled at present are boys, the young men being quite backward.

We have two day schools in operation, a primary of 35 pupils and an intermediate of 40. Our Sunday school is tolerably well attended.

There is one thing we need badly that would be of great benefit and pleasure to our little community, and that is a good musical instructor. We have instruments but no one to play or teach how to play them, and we have plenty of natural musical talent that ought to be under cultivation. Won't some one volunteer us a visit, to give us a start? Your correspondent would take pleasure in getting up a class, or making any other necessary arrangements for any one. Correspondence solicited. Enquire at the DESERET NEWS office for the address.

Between four and five inches of snow fell this morning, but it is now beginning to break.

Yours truly, BONUS.

OUR WASHINGTON LETTER.

[REGULAR CORRESPONDENT]

WASHINGTON, D. C., January 21st, 1880.

Editor Deseret News:

If Ben. Butler cannot have a seat in Congress himself, he purposes to have something to say about the seats of others. Doctor George B. Loring, the eminent agricultural authority, was elected in Butler's old sixth district, and Butler will not forgive him for it. He is here trying to convince Congress to unseat him, and seat one Boynton, a greenbacker, who ran against Mr. Loring, but I am told by a democratic member of the House that Boynton has no case, and Butler will add another to his many political disappointments lately.

I learn this morning that the Maine fusionists sent messages to prominent democrats and greenbackers here, asking advice upon various points in their case. Upon one of these points they received a very decided answer from most of those whom they asked. They were advised not to bring their case to Congress, for that is just what Mr. Blaine wants, in order to give him a chance to open up anew on them. I am told, however, by men who ought to know, that they will ask Congress to interfere.

The movement here in aid of the destitute people of Ireland is a great success in a profit way. The aid meetings are large, and the subscriptions are liberal. But it is doubtful whether the bill of Mr. Ellis, of Louisiana, can be passed, appropriating half a million dollars to the same object. There is a popular, and a just prejudice against paying out of the Treasury moneys for such purposes. And it is also pretty clearly against the Constitution.

The agitation still continues in republican circles over the primary elections and the early conventions to be held in Pennsylvania and New York. A comparison of news yesterday showed that republicans generally thought Blaine would have a majority of the delegates from the former, and Grant a majority from the latter. The contest is pretty even.

The late foreign appointments of the administration have given universal satisfaction. The transfer of Mr. Lowell from Spain to Great Britain is especially pleasing. Mr. Lowell, from his literary renown, and his general abilities is an honor to any position.

I find an increasing desire and belief that Congress may get away very early. Many members set the final day as early as April 20th, while hardly anybody now anticipates a session beyond the 10th of May. The appropriation bills are all in a forward state, and there is no reason why they should not all be reported within two or three weeks. Nothing can cause a long session but some unforeseen political discussion, which all seem disposed not to have. KNOX.

Steal It? No, Sir.

Yesterday afternoon a wezened old Pluto was painfully sawing wood in the snow on B Street. Cold as the weather was, the nature of the work forced the Indian to lay aside his blanket and toil in his shirt sleeves. As the old man labored and wheezed, a sturdy tramp with a florid face and a very high forehead approached. He stood for some time idly watching the Indian toiling, and growing cold in contemplating the interesting sight, the tramp picked up the blanket and walked off with it, despite the expostulatory cries and whines of the Indian, who followed in great distress close upon the heels of the tramp. Deputy Constable Enders was attracted by the noise, and when the poor Indian had, in his broken English, explained the cause of his woe, the tramp was taken into custody, and the blanket turned over to its rellieved and thankful owner, who hobbled back to his work.

The next morning the tramp, who gave his name as James Belford, was brought before Justice Knox.

"What's your plea?" asked the Court.

"What's the charge?" demanded the tramp.

"Petty larceny."

"Great heavens!" cried Mr. Belford, starting back, "do my ears deceive me?"

"No, your ears are all right," said his honor. "What're you making a noise for? Didn't you steal the blanket?"

"Steal it, eh? No, sir; I took it. It was mine because I wanted it. The irrepressible antagonism of race justified the transfer of ownership. Sad, sir, as the fate of the Indian undoubtedly is, it is yet inevitable. The genius of Anglo-Saxon civilization in its onward march across this broad and glorious continent crushes the red man beneath its progress. It is as a mighty torrent, irresistible in its force, sweeping all before it. That which but maintains the Indian in savage and ill-fed idleness under the peaceful arts of the white man blossoms and blooms and teems with plenty. Where the red man roamed following the chase are now busy cities and fields of golden corn. The Indian has passed away. Who shall say the cruelty which expelled him from his hunting grounds was not a work of mercy after all? For every savage who drew his bow in the solitudes, a thousand civilized men and women now toil, sow, reap and are happy. Standing on the peaks of time and taking the continent for the field of observation, I—"

"Yes, but what about the blanket?" interrupted the court.

"Well," replied Mr. Belford Thoughtfully scratching his jaw, "I can't see but I had as much right to nab that old buck's blanket as Congress has to fire the Utes off their reservation just because there's been some good ledges struck on 'em."

"I agree with you, Mr. Belford," said the court.

"Thank you, your honor," returned Mr. Belford, reaching for his hat.

"But permit me to add," continued the court, "that the moral ideas of Congress don't always agree with my notions of what's square. In the opinion of this court, Mr. Belford, you're about the meanest thief I've had before me for a long time. Because the Indian was poor and helpless you thought he had no rights you need respect. I'll give you six months in the county jail to study up the Indian question."

"This could not have occurred in a civilized community," muttered the dazed Mr. Belford as he was led off to the Bastile.—*Virginia (Nev.) Chronicle.*

He Got Something Frisky.

"Got something frisky?" he asked, as he walked into a livery stable and called for a saddle horse; "something that will prance about lively and wake a fellow out of his lethargy? I used to ride the trick mule in a circus, an' I reckon I can back anything that wears hair." They brought him out a calico-colored beast with a vicious eye, and he mounted it and dashed off. Before he had gone two blocks the animal bucked, crashing through a high board fence and plunging into a cellar, tossing his rider over the top of an adjacent woodshed and landing him on the ragged edge of a lawn-mower. They bore him home, straightened him out, and three surgeons came in and reduced his dislocations and plastered him up with raw beef. A few weeks later he called at the stable and said if they had a gentle sawhorse with an affectionate disposition, a bridle with a curb bit and martingales, and a saddle with two horns and a crupper to it, he believed he would go up in the haymow and gallop around a little where it was soft and it wouldn't hurt him if he went asleep and fell off as he did the other day.—*Baltimore Bulletin.*

Wei De Meyer's CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. DEWEY & Co., 46 Dey Street, N.Y. $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

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A REVIEW ...OF THE... DECISION ...OF THE... SUPREME COURT ...OF THE... UNITED STATES.

IN THE CASE OF GEORGE REYNOLDS vs. THE UNITED STATES.

BY GEORGE Q. CANNON.

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An Authoritative, Thorough and Veracious report of an Celebrated

DISCOUSSION BETWEEN

Prof. Orson Pratt AND THE *Rev. Dr. J. P. Newman* On the Subject,

DOES THE BIBLE SANCTION POLYGAMY?

Held in the New Tabernacle, Salt Lake City, August 19th, 20th and 14th, 1879.

To which is added the Correspondence prior to the Discussion between the Rev. Dr. J. P. Newman and President Brigham Young. Also

DR. NEWMAN'S MARGINAL LAW AND THREE DISCOURSES

On the same subject, by President Geo. A. Smith and Elders Orson Pratt and Geo. Q. Cannon.

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IT TREATS UPON HEALTH, HYGIENE and Physical Culture, and is a complete encyclopedia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receives attention in its pages; and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

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THE GREAT REMEDY FOR CURING, ALLEN'S LUNG BALSAM.

Coughs, Colds, Consumption, Asthma, Bronchitis, and all other Throat and Lung Affections. Endorsed by the Press and Physicians. Taken by thousands and successful always. It has no Equal. SOLD EVERYWHERE.

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The Builder and Supporter of Brain Power.

Fellows' Compound Syrup is composed of Ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, nor other preparation is a substitut for this under any circumstances.

Look out for the name and address J. I. FELLOWS', St. John, N. B. on the yellow wrapper in watermark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

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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	8:30 a.m.

ARRIVE.

Daily Express	6:15 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 Sweetwater 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 Bancroft House of McCormick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping carsoan be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha. S. H. CLARK, Gen'l Supt. 6w

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1879.

Name of Stations.	No. 1 Passenger.	No. 3 Mixed.	No. 5 Freight.
Trains leave	A. M.	P. M.	A. M.
Salt Lake	7 00	3 40	
*Wood's Cross	7 20	4 05	60
Centreville	7 32	4 16	75
Farmington	7 50	4 32	1 00
Kaysville	8 12	4 52	1 25
Layton	8 20	5 00	1 35
Ogden	8 00	5 40	2 00

Name of Stations.	No. 2 Passenger.	No. 4 Mixed.	No. 6 Freight.
Trains leave	P. M.	P. M.	P. M.
Ogden	9 40	3 20	
Kaysville	10 21	4 00	1 00
Farmington	10 42	4 21	1 25
Centreville	11 04	4 44	1 50
*Wood's Cross	11 12	4 53	1 75
Arrive at Salt Lake	11 40	5 30	2 00

*Flaming 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 8.00 p.m., leaving Ogden at 6.30 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 5.40 p.m., arriving in Salt Lake City at 8 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent. JOHN SHARP, Superintendent.

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