A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL ON 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 capitol of Iowa) with branches from Bureau Junction to Peoria; Colton 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, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, 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, and good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, and 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., P. & J. (P. & D.); I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

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. M. & W. St. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. 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., R. & Q. R. Rds.

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

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with A. & N. R. R.; Atch. Topeka & Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket and Freight Agt.

CHICAGO & NORTH-WESTERN RAILWAY,

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

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

BEST ROUTE to CHICAGO AND ALL POINTS EAST.

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

PHILADELPHIA AND NEW YORK,

AND OTHER EASTERN POINTS.

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.

All Agents sell them and Check usual Baggage Free by this Line.

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, 513 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 Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chic. J. H. STENNETT, Gen'l Pass. Agt., Chicago.

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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THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA R.R. LINE

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, and New York.

GREAT SHORT LINE TO BOSTON Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS ON ALL EXPRESS TRAINS.

MAGNIFICENT CARS Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

ELEGANT EATING HOUSES With Ample Time for Meals.

3 Express Trains Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday. With the popular vestibule sleeping car. Reaches Pittsburgh 3.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 8.00 p m; Washington 9.00 p m next day.

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 Pittsburg 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 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the west. Ask for them via the FORT WAYNE and PENNSYLVANIA LINE.

J. R. TEAS, Gen'l Pass. and Ticket Agent. CHICAGO.

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IMMEDIATE RELIEF WARRANTED. MARVELOUS CURES GUARANTEED. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1.a box; 6 boxes $5, sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address

WASHBURN & Co., Sole Agents, Only Importers' Depot, 218 Fulton Street, New York.

For Sale by MOORE, ALLEN & CO., And druggists generally. dw 11 1 12tll d wlm

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 19	8 00	50
Germania	7 24	8 10	60
Lovendahls	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 14	10 20	1 05
Alpine Fork	8 [illegible]	10 30	1 [illegible]
Pleasant Grove	8 [illegible]	10 40	1 [illegible]
Arrive at	P. M.	P. M.	
Provo	8 [illegible]	10 45	1 50
Springville	9 00	11 15	1 75
Spanish Fork	10 00	12 20	2 00
Payson	10 33	1 15	2 50
Santaquin	10 50	1 40	2 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 50

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M.	P. M.	
Chicken Creek	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
Arrive at Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
Alpine Fork	4 30	1 50	3 [illegible]
Lehi	4 45	2 13	3 55
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
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrive 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	5 05	43	2.50
ARRIVE AT Deseret	5.50	52	3.00

Nos. 1 and 2 will be run daily. For all information concerning Freight and Passage, apply to JAMES SHARP, Gen'l Freight and Ticket Agent. JOHN SHARP, Superintendent.

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I will make for a few weeks at $1.00 per doz., and PHOTOGRAPHS for LOCKETS At 50c. per doz.

The time for taking Photographs, is from 9.30 a. m. to 2.30 p. m., at my Gallery, No. 20 Commercial Street, first door south of Palace Bakery, where the art is taught in all its branches. Specimens of my work can be seen at my exhibition.

C. EICHENBERG

EVENING NEWS.

Friday, January 16, 1880.

BY TELEGRAPH.

EASTERN.

Congressional Work.

WASHINGTON, 15.—The Senate committee on commerce has referred the steamboat bill to a subcommittee, consisting of Hereford, McMillan and Baldwin.

The House committee on post office has agreed to report favorably the House bill introduced by Dibrell which makes all public roads and highways post routes, and authorizes the Postmaster General to put postal service upon all such routes when the public service requires it; also a bill introduced by Manning to prevent unlawful handling and carriage of mail matter.

The House committee on agriculture to-day appointed the following sub-committee to conduct an investigation into the administration of affairs in the Agricultural Department: Lefevre, chairman, Hatch, Anderson, McGowan and Dibrell. The investigation is a sequence of a resolution introduced in the House by Lefevre and adopted some days since.

Schurz and the Indians.

CHICAGO, 15.—The *Inter-Ocean's* Washington special says: Secretary Schurz is doing nothing with the Ute Indians, whom he has under guard at a hotel here, and the lips of all their attendants have been hermetically sealed by his order. He has daily conferences with Ouray, on whom he is trying to impress the fact that this great government is powerful to reward and punish, and if the whole nation of the Utes does not turn in and assist in bringing those guilty of the Meeker massacre to punishment, the doctrine of vicarious atonement will be reversed, and many will have to suffer for the crimes of the few. He impresses the mind of Ouray with the fact that he has not come here to complain of bad treatment which the usual motive of Indian visits to Washington, but that the Great Father has sent for him to complain of his conduct; that the Indians, not the government, are the defendants in this action. Ouray goes back to his companions after these interviews, and repeats what has been said; but the Secretary does not think he has got them up to a pitch where a council with the Great Father will be effective. The Secretary refuses to allow reporters to see the Indians, and says newspaper publications have already interfered with the work of the commission. General Adams is of the opinion that the guilty Utes might have been secured had the temper of the Colorado press not been so fierce against them. The Utes have a knowledge of what is published, and the publication of what is going on here would certainly be known by the Utes in Colorado. For this reason the councils with Ouray and his braves will be secret and the results will be secret, lest the publication of them may prevent whatever is agreed upon being carried out.

Chicago Grain Report.

The chartering of vessels for the grain storage continues, but there is still a scarcity of grain storage. As the receipts are heavy, there is beginning to be serious talk of a reduction in excessively high charges on grain from Chicago to eastern cities. It is complained that if rates keep up until spring, most of the grain in the storehouses will go forward to Buffalo by lake, and that one or two roads will get all the transportation from there to the seaboard. For this reason the other roads begin to cut to twenty or twenty-five per cent per 100 pounds or about one half of the present rates. A joint executive committee of the trunk lines meets in New York on the 20th, when a reduction in freight rates will be considered and it is predicted will be ordered about Feb. 1st. At present all the western roads are suffering greatly on account of slackened business in grain.

At present a railroad war of some proportions is brewing among western roads over the apportionment of the Colorado business, the Northwestern road having recently set up a claim for a partnership in the pool, which carries the Colorado freight to the Missouri river points, and that having been rejected, it inaugurated a large cut in rates. The Chicago and Rock Island have retaliated by declaring its line open between Chicago and St. Paul for business; the Chicago, Burlington and Quincy and the Milwaukee and St. Paul have also joined in the fight against the Northwestern, and it is intended to force the issue and its settlement immediately.

Correspondence.

OUR WASHINGTON LETTER.

[REGULAR CORRESPONDENCE.]

WASHINGTON, D. C., January 10, 1880.

Editors Deseret News:

The hope of a short session is not indulged in as much as it was a week ago. A large proportion of the bills so far presented at this session have been those granting pensions to disabled soldiers of the late war. In fact, many of the more good natured representatives have a good part of their time taken up by constituents who are seeking pensions either through the proper departments or by special act of Congress. The special act feature is made necessary by the rigid rules of proof established at the Pension office, which frequently make it impossible to secure justice there. Owing to this state of facts there seems to be an almost unanimous agreement among Congressmen to reorganize the whole pension system. Almost any change will be a benefit to the two or three hundred thousand soldiers who have claims on file.

There has been a conference here during the week, of gentlemen who describe themselves as "We, the representatives of the Grangers and farmers' open clubs, labor organizations, the workingmen's party of California, the clubs and other organizations of the Greenback and National Labor parties, Union Greenback Labor Party," and Chicago was fixed upon as the place, and June 9th the time for holding a Presidential Convention. This is seven days later than the Republican Convention to be held at the same place. No action has been taken by the Democratic committee as yet, but it is believed Cincinnati will be selected, and that the day named will be in July.

Two high grade clerks have been dismissed from the departments this week—one for overcharging for traveling expenses, and the other for securing places in the departments for others, for pay. Government positions are not, as a general thing, desirable, though much sought after, but as a matter of news I may mention that there will probably be during the winter, an addition of 100 or more clerks to the Interior Department force, and that the selection will be made from those successfully passing a "competitive examination" in this city.

It doesn't appear, after all, to be too late to give the people of Maine a little good advice. This morning's dispatches seem to indicate a fear on the part of Gen. Chamberlain, commanding the State militia, that there may yet be violence. I know of no public man here who is not amazed at this.

LEE.

LOGAN CITY HALL, January 10, 1880.

Editors Deseret News:

The Cache County Educational Institute met per adjournment; Prayer by President Joseph A. Smith. Roll called. Minutes of December read and adopted. Miss Thompson was appointed critic for the session. Owing to the inclemency of the weather, there were not many present, and the programme could not all be carried out.

Wm. H. Apperley gave a lesson in the 4th Reader, with some good instruction in regard to position while reading.

It was moved and carried that Mr. J. E. Carlisle give a lesson in English Grammar, which he did in a very instructive manner. Several of the trustees being present, the President said he would be pleased to have them occupy a portion of the time.

Brother Langton, of Smithfield, said he felt the responsibility of the position which he occupied as a trustee. Thought trustees should be men well qualified to fill the position, and should devote themselves to the cause of education.

Brothers Molen and Carbine also occupied a short time in giving good instruction.

It was moved and carried that Brother Langton give an address at the next session on the necessity of building new school-houses and the best manner of doing it.

Quite a number of books were donated by the members and others outside the institute who are interested in education.

Adjourned till the second Saturday in February.

MATTIE BLAIR, Secretary.

Swallowing POISON

Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Snuffles, Buzzing in the Ears, Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Fetid Breath, Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are

SIGNS OF CATARRH.

No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our Children die of diseases generated by its Infectious Poison, and one-fourth of living men and Women drag out miserable existences from the same cause. While asleep, the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs to poison every part of the system.

Dr. Wet De Meyer's Catarrh Cure absorbs the purulent virus and kills the seeds of poison in the farthest parts of the system. It will not only relieve, but certainly cure Catarrh at any stage. It is the only remedy which in our judgment, has ever yet really cured a case of Chronic Catarrh.

Cured! Cured! Cured! Cured!

G. G. PRESBURY, Prop. West End Hotel Long Branch, cured of 20 years Chronic Catarrh.

S. BENEDICT, JR., Jeweler, 607 Broadway N. Y., (member of family) cured of Chronic Catarrh.

E. H. BROWN, 339 Canal St., N. Y., cured of 11 years Chronic Catarrh.

J. H. McDONALD, 716 Broadway, N. Y., (Sister-in-law) cured of 40 years Chronic Catarrh.

Miss JOHN DOUGHTY, Fishill, N.Y., cured of 8 years Chronic Catarrh.

MRS. JACOB SWARTZ, JR., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

A. B. THORN, 183 Montague St., Brooklyn, (self and son) cured of Catarrh.

REV. WM. ANDERSON, Fornham, N. Y., cured of 20 years Chronic Catarrh.

MLLE. AIMEE, Opera Prima Donna, "I have received very great benefit from it."

A. J. McKINNEY, R. R. Pres., 33 Broad St., N. Y.: "My family experienced immediate Relief."

&c. &c. &c. &c. &c.

Wet De Meyer's Catarrh Cure is the most important medical discovery since vaccination. It is sold by all Druggists, or delivered by D. B. DEWEY & Co., 46 Dey St., N.Y., at $1.50 a package. To Clubs, six packages for $7.50. Dr. Wet De Meyer's Treatise is sent free to anybody.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 2 dly

KINDLING WOOD, 10 Bushels for $1.00. Delivered. SAWS SHARPENED AND SET. DEALER IN RAGS. Iron all Kinds Wanted, Bottles, Etc. J. THORN, Third South street, half block east of Cliff House. d 15 3m

FELLOWS' COMPOUND SYRUP HYPOPHOSPHITES

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of Nerve and Muscle.

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, or any other preparation is a substitute for this under any circumstances.

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

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

Sold by all Druggists.

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INVALIDS AND OTHERS SEEKING HEALTH, STRENGTH AND ENERGY, WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL WHICH IS PUBLISHED AND FREE DISTRIBUTION.

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 issue of this book 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 vouchsafed to all who are in need of medical advice.

The subject of Electric Belts versus Medicine, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks and medical imposters who profess to "practice medicine," and points out the only safe, simple, and effective road to Health, Vigor, and Bodily Energy.

Send your address on a postal card for a copy, and information worth thousands will be sent you.

Address, the publishers, PULVERMACHER GALVANIC CO., 313 Montgomery St., San Francisco, California.

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 pronounced by them to be no Equal. SOLD EVERYWHERE.

TOLL-GATE NO. 2. Beautiful Colored Picture. Very ingenious. 15 sheets to find. Send stamp for package. Dr. E. C. Abney, Buffalo, New York. dw Jy 10;

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 ..... 8:40 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. Joseph and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Ranking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden; at whips office; berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha. S. H. CLARK, Gen'l Supt. 250

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 6th, 1879.

Name of Station	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	4 40	
Wood's Cross	7 25	4 08	50
Centreville	7 33	4 18	75
Farmington	7 50	4 38	1 00
Kaysville	8 13	4 52	1 25
Arrive at Ogden	9 00	5 40	2 00

Name of Station	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 45	2 20	
Kaysville	10 32	3 10	1 00
Farmington	10 52	3 31	1 25
Centreville	11 04	3 44	1 50
Wood's Cross	11 19	3 53	1 75
Arrive at Salt Lake	11 40	4 20	2 00

*Passing places.

MIXED TRAINS WILL RUN DAILY. (Sundays Excepted.) Leaving Salt Lake City at 8.45 a.m., arriving in Ogden at 11.40 a.m. Leaving Salt Lake at 2.00 p.m., arriving in Ogden at 5.20 p.m., leaving Ogden at 8.40 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

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