

CHICAGO, ROCK ISLAND AND PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivalled geographi tal position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road setween the Atlantic and the Pacific

By its main line and branches it reaches Chicago, Jollet, Peoria, Ottawa, La Salle Seneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keo-kuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic Avoca, Audubon, Harian, Guthrie Center and Council Bluffs, in Iowa; Gallatin, Trenton, Came on and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hun Treds of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE,"

is it is familiarly called, offers to travelers all the advantages and comforts incident to a anooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UP ROLSTERED and ELEGANT DAY COACHES; a lise of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S intest designed and handsomest PALACE SLEEPING CARS, and DINING CARS, that are acknowledged by press and people to be the FINEST BUN UPON ANY BOAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

TWO TRAINS each way between CHICAGO and the MISSOURI RIVER. TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

ALBERT LEA ROUTE.

January 1832, a new line will be opened, via Seneca and Kankakee, between Newport News, Richmond, Cincinnati, Indianapolis and Im Fayette, and Council Bluffs, St. Paul, Minacapolis and intermediate points.

All Through Passengers carried on Fast Express Trains. ar For more detailed information see Maps and Folders, which may be obtained, as well as Tickets, at all principal Ticket offices in the United States and Canada, or of 3 00 R. R. CABLE. E. ST. JOHN. Fice-Pros's and General Manager. Gen'l Ticket and Pass'r Agent. CHICAGO. UTAH CENTRAL RAILROAD NEW TIME CARD, SEP. 8, 1884. PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:



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It is known of course that the city of New Orleans is built on swampy low land, almost in the delta of the great Mississippi river, but a curlous fact remains to be stated, which is that many large buildings have taken on the bad habit of slowly settling into the soft earth or getting into a leaning po-sition that, to say the least, is not picturesque. A notable example of this inclination to get further down in the earth than the architects designed is to be found in the custom house here. This large pile of granite, com-menced so many years ago that the memory of the oldest inhabitant does not run to the contrary, has never been finished, and stands to-day in a condi-tion of dishabille, without a permanent roof and with the engine rooms and storage appartments in an unfinished state. PRICKLYASH Di TTERS. w horever

bat ols -P.P.

roof and with the engine rooms and storage appartments in an unfinished state. But I started out to tell your readers of how the building is sinking. This settling process goes on year after year, slowly but surely, and the wits of the architects are taxed to the ut-most to find some means of stopping it. To be sure the sinking is not so rapid as to cause any fear for the im-mediate future. I believe the rate is something likean inch in six years, but if the world will only last long enough it is only a question of time as to when the officials in the lower floor will have to move up one story, and keep on moving at stated intervals until they get to that part where the roof ought to be. The new cotton exchange, too, has settled so badly already as to make necessary the tearing down of the building adjoining, and the new one that is being put up in its place has been placed a respectable distance away from the exchange, so as not to settle with the larger building. With a foundotion of this spongy and yielding character, it will not be a mat-ter of wonder that cellars and base-ment floors are unknown quantities in the Crescent city. The rear portion of in by their don in in a million and a mail he test

andleas PRICE DOLLAR TRICKL WEEK BITTERS is a modified of may merid not an intoxicating between and being purch regulation in its composite can be used at all times with beguing that for deriving calmed as a currerall, but for deriving memory of the grane memory of the appoints and an a BLOOD PUEFIER ranks above all disor pre-parations. And your draggies for it, and give its a fair trial. If he has none on hand, as that it by the dered for you.

PRICKLY ASH BITTERS CO., ST. LOUIS AND KANSAS CITY, MO. Children's Shoes wi

S.T. C. BLACK TIPS PROTECTING THE TOES.

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yielding character, it will not be a mat-ter of wonder that cellars and base-ment floors are unknown quantities in the Crescent city. The rear portion of this city is several feet lower than the-average level of the river that sweeps along in front, and to keep the water out a levee something like a mile wide, presents a barrier to the encroach-ments of the waters. In consequence the drainage is all to the lakes in the back of the town, and every drop of rain that falls wighin the limits of the town must be carried from the river clear across the town to the canals, and thence to the lake. Digging down in any street to the depth of two feet one will find water, and so a cellar is not to be thought of. The drainage problem is the most difficult that our rulers have to deal with, and if you have any bright civil engineers in your midst let them know that there is a standing reward of \$500 in New Or-leans for a system of drainage that will give satisfaction.—New Orleans Cor, Kansas City Journal.

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Be it ordained by the City Council of Sait Lake City: That "The Sait Lake and Fort Douglas Railway Company,"

ne of its road, plan e put in and maintai way company twenty-four feet long in the centre and eight feet long in a line with each sidewalk thereof, the whole width inside, and one foot on the out-side of the rall on each side of the track, and the top surface of said planks shall be on a level with the top

track, and the top surface of said planks shall be on a level with the top of the rails. Fifth—That said track shall be laid and the road operated so as to cause no unnecessary impediment to the com-mon and ordinary use of said streets on which it is laid. And the said rail-way company shall comply with the direction of said city in the construc-tion of its line, and in the operation of the same within the limits of said city, when it does not interfere with the points of special agreement as herein set forth. Sixth—The rate of speed at which trains, engines, or cars shall be run throuch said city shall not exceed eight miles per hour, and no train or car shall be run on said railway without a losomotive engine stached thereto. Seventh.—Good and sufficient boxes to convey the water shall be laid and maintained in good condition at the expense of said railway company, at all water ditches crossed by said rail-way, so as to admit of a free passage of the water. Eighth.—If engines, trains or cars are run at night, a red light shall be kept in a compicnous place thereon and a white light shall be placed on the front of such engine, car or train. Minth.—That said railway company shall place on said railway dummy pas-senger cars, with all necessary modern improvements for the convenience and comfort of passengers, which shall be run thereon cach and every day, both

senger cars, with all necessary modern improvements for the convenience and comfort of passengers, which shail be run thereon each and every day, both ways, as often as the public conven-ience may require, and under such re-gulations as the City Council may from time to time prescribe. Tenth—That said railway company shall, whenever the City Council of said city may require it, after Jane 1st, 1887, pay to said city a per capita tax of five mills for each and every passenger carried—in said dummy cars on said railway, or in lieu thereof, at the op-tion of said City Council, said railway company agrees to haul, free of charge, over and on said railway, each way each and every day, Sundays excepted from and to such points on said rail-way, as said city, by its officers, agents, or employees may designate and re-quire, not exceeding 200 tors of gravel per day; said city to furnish not less than ten cars for each train, and to load and unload the same, also to furnish the necessary switches to connect with said railway and to have the right to make connec-tion with said railway and to have the right to make connec and to have the right to make connec-tion with said railway at any and every point said city may desire for the aforesaid purpose. The payment by said railway company of five mills for each and every passenger carried on said dummy cars shall not be demand-od from said railway company its suced from said railway company, its suc-cessors or assigns, as herein provided, during the period said city shall re-ceive gravel as aforesaid, and it shall be at the option of said city to elect whether it shall demand and receive

TORPID BOWELS DISORDERED LIVE œ temper, Low spirits, a feeling of mar-ing neglected some daty, Diminess, Finitering at the Heart, Bots hefere the sym, highly colored Unine, CON-STIPATION, and demand the use of a remody that acts directly on the Liver. As a Liver medicine TUTT'S FILLS have no equal. Their action on the Hid-neys and Skin is also prompt; removing all impurities through these three "scaw-omgers of the system," producing appe-tite, sound dige tion, regular stock, a clear skin and a vigorous body. TUTT'S FILLS cause no nauses or griping nor in-terfore with daily work, and area perfect 0

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GRAY HAIR OR WHISKERS change thantly to a GLOSSY BLACK by a application of this DTE. Sold by J ts, or sert by express on receipt of \$1. d everywhere. Office, 44 Murrey St., N. Y.

AUCTION SALE.

I WILL SELL MY ENTIRE STOCK, new and second hand clothing on Saturday next, the 4th of October. L MADSEN, dot First South Street.

DR. ELLIS R. SHIPP

DR. ELLIS R. SHIPP WILL BEGIN HER NEW TERM IN midwifery on the 14th of October next the first Monday after the general Conference. Her last class was large and very satisfactory in the progress made and in the result of examinations. Dr. Shipp offers fine inducements in the way of thor-ough training, reasonable terms and free-scholarship. Those desiring further information should communicate with her by letter or in person at her office, nearly opposite Z. C. M.I. Main Street.

NOTIOE

NOTWITHSTANDING GEORGE THUR-GOOD'S breach of promise to us and the invitation he extends to his old custo-mers, we having bought out his good will in the Globe Market desire to return our thanks to them for their ilberal patronage in the past, and hope that in the disposal of none but CHOICEST MEATS to retain their patronage in the future.





[SBAL.]

HICAGG

IRONWARE

In witness whereof, I have heranto set my haud and affixed the seal of said Court, this 26th day of Sep-tember A. D., 1884. JOHN C. CUTLER, Probate Clerk





d crossing Fourth, Third and Secon uth Streets to the City Gravel Bloc Twelfth East and First Sout reets; along and across said Twelft st Street, curving on to First Sout reet, along and across said street t litteenth East Street; thence north st and south by the most feasible ide to the line of the Fort Deugla littary Reservation, with necessar yi and or un

a agree for itself, its su

First-That all tracks laid by said allway company shall be in the centre

cessors and assigns, of the times or periods during which it will demand or require the payment of the five mills for each and every passenger carried on said dummy cars or the transpor-tation of the gravel as hereinbefore specified; and the return of the number of passengers carried on said dummy cars, shall be made, under oath, by the president and secretary oath, by the president and secretary of said railway company to the Mayor of said city, within thirty days after the expiration of the term of three months for which said railway com-pany has been notified it will be required to pay into the city treasury t five mills for each and every passeng carried on said dummy cars, and pay ment of the amount due said city from said railway company shall be made within five days after making the re-

within five days after making the re-turns herein specified. Eleventh—Said city shall in no way be liable or responsible for any acci-dent or damage that may occur on said railway by reason of the default or misconduct of said railway com-pany or its employees, and the said railway company covenants and agrees to save the said city harmless from and against any liability, loss, cost, er-pense and damage of any nature aris-ing out of any default or misconduct of said railway company, or which may accrue by reason of any accident or injury which may occur in or by reason of the construction or opera-tion of said railway, and to indemnify

reason of the construction or opera-tion of said railway, and to indemnify and repay said city for any loss, costs. expense or damage of any kind it may sustain by reason of any such default misconduct, accident or injury, and it any judgment for damages for any such default, misconduct, accident or injury shall be recovered assistent of injury shall be recovered against said city, the recovery thereof and the judgment therefor shall be final as between the said city and said company, and con-clusive as to the liability of the latter to the former. Twelfth-The construction of said

railway to commence within ninety days after the signing of this agree-ment, and said railway shall be com-pleted within pine months from said

Thirteenth-The said railway com pany, its successors or assigns, hereby blads itself to comply with all the stipulations hereof. That if the said

stipulations hereof. That if the said grantee, its successors and assigns, shall fail to keep and perform all the stipulations of this agreement, the City Council, after sixty days' notice, and on failure of the company to pro-vide a remedy, or make satisfactory arrangements therefor may, by a two-thirds vote, declare this 'agreement null and void, and proceed to take possession of the road-bed and control the same as if this agreement had not he same as if this agreement had no

been made. In witness whereof, the Mayor of Salt Lake City has hereunto set his hand and caused the seal of said city to be hereunto affixed, by order of the City Council of said city, and the pre-sident of said "The Salt Lake and Fort Douglas Railway Company" has here-unto set his hand and caused the cor-porate seal of said company to be hereto affixed by order of the Board of Directors of said company. Done in duplicate the day and wast in this he day and year in

And be it furthes resolved: That the fayor of said Sait Lake City be and it ereby authorized to sign the foregoin ontract on the part of Sait Lake City and the Recorder of said city is hereby uthorized to attest the same with hi Adopted September 23d, 1884. JAMES SMARP, Mayor.

Attest: [SEAL] HEBER M. WELLS,

Salt Lake City. 88 This certifies that the foregoing is a all, true and correct copy of a reso-tion adopted by the City Council of



In the Distric Court, in and for the Third Judicial District of Utah Turritory,

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