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 capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton 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 berth, 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, as 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., L. & 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 D. M. & Ft. 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 Atchison, Topeka & Santa Fe, 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 Tkt. and Pass'gr Agt., Chicago, Ill.

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	3:15 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 Sweet Water 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 Banking House of McCormick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha.

H. H. CLARK, Gen'l Supt. d90

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1879.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	11 08	7 44	1 60
*Wood's Cross	11 13	7 53	1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS

WILL RUN DAILY, (Sundays Excepted,)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.40 a.m.; Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 8.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 2.30 p.m., arriving in Salt Lake City at 5.45 p.m.

☞ For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent

JOHN SHARP, Superintendent.

T. LATIMER, G. ROMNEY, G. H. TAYLOR, F. ARMSTRONG.

LUMBER YARD AND PLANING MILL.

REDUCTION IN PRICES.

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood.

Utah, Bear River, White Cedar and Red Wood Shingles.

Red White Rustic, Ceiling, Siding, Lath, Pickets, Flooring.

SASH, DOORS, BLINDS AND MOULDINGS IN GREAT VARIETY

Frames of all kinds Made to Order Very Cheap.

WINDOW GLASS.

Being large quantities ourselves, and dealing directly with the Manufactories in Car Load lots, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

Wood Turning of all Kinds.

LATIMER, TAYLOR & CO., One Block East of Depot.

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 2.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 6.30 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 7.20 p m; Harrisburg 3.55 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 8.00 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.

F. E. MYERS, Gen'l Pass. and Ticket Agent. CHICAGO.

DESERET Carriage & Wagon COMPANY.

SECOND SOUTH STREET *One and a half Blocks East of Main Street,*

BUILD ALL SIZES OF FARM AND SPRING WAGONS,

Fully Warranted for One Year

Repairing in Woodwork, Blacksmithing, Painting and Trimming

Satisfaction Guaranteed. Prices Reasonable

J. WALKER, Manager.

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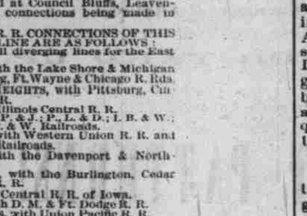
WANTED.

TO exchange land in Missouri for property in Salt Lake City, or land near the City. Address Box 794, Salt Lake City, Utah. 42w 41

WATER! WATER!

NOW is the time to get wells cleaned out or have them dug deeper. JOHN H. FIREMAN, of the TENTH WARD, will do the work with promptness and dispatch. d22-4-f to 22-11-f

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
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 44	11 20	1 65
Amer'can Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
	P. M.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	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	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	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 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
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
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.

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 along 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 Offices, 513 14th Street, and U. P. Depot. San Francisco Office, 3 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 of information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STEWART, Gen'l Pass Ag't, Chicago.

EVENING NEWS.

Saturday, - - November 22, 1879.

BY TELEGRAPH.

EASTERN.

An Exciting Day.

NEW YORK, 21.—The greatest excitement prevailed on the Stock Exchange this morning, and at one time a serious panic seemed inevitable. The scene on the floor of the exchange was most tumultuous, and the rush to sell stocks was so great that prices dropped 3 and 4 per cent. at a time, till before half an hour of business had been over, Delaware and Hudson had declined 20 per cent., and the remainder of the list all the way between 14 and 1 per cent. The men who are credited with this bear movement are Jay Gould, Jas. R. Keene, Russel Sage and Addison Commack, aided by outside speculators who rushed in to let their stock go at any price fearing lest a general panic would result in wiping their margins entirely. Many failures were expected from this great stock fall in prices, but up to the present only one has been reported.

Edward Livermore, 35 Broad Street, suspended this afternoon and notified the Exchange of his inability to meet his engagements. About the first call there was a sharp recovery of 10 per cent. in Delaware and Hudson, and the general list ralied to 6 per cent., but this was succeeded by another attack shortly after mid-day and quotations again took a downward turn.

Violence of the Gale.

Dispatches from al ong the coast tell of the severity of last night's gale. Several vessels have been carried ashore. One three masted schooner at anchor in Chesapeake Bay foundered, and three persons are reported drowned. The sudden and severe cold snap is causing some inconvenience to boatmen. Ice formed so thick last night that ice breakers have to be used to keep open a free passage for boats.

Syracuse, 21. — A driving snow storm raged in this section all day, accompanied by high wind. Boatmen experience difficulty in getting along, and trains are somewhat delayed.

New Race Course.

The following news item, especially interesting to turfmen, is furnished by the *Spirit of the Times*. The Coney Island Jockey Club has secured a splendid piece of property to make a grand race course. It is located on the mainland, just opposite Coney Island, within five minutes walk of the beach, and convenient to several lines of transportation to the island. The Club intends to go to work at once with its plans for constructing a magnificent grand stand, and necessary steps have been taken to obtain plans and specifications of the most extensive and beautiful structures of this character in England and Continental Europe; and from these a building will be modeled, unsurpassed by any similar structure in the world, either in its capacity or the perfectness and convenience of its appointments. The Club has decided to try the experiment of a turf course in addition to one, and perhaps two, tracks within the enclosure. The grounds will be highly adorned. In addition to the sodding and casting out paddocks, a handsome promenade will be laid our for the use of visitors. The steeple-chase course will be the most complete and extensive in this country; the purpose being to make it equal to the best cross country course in England or France. It is estimated that it will take $500,000 to cover the entire outlay necessary to complete all the improvements in contemplation.

Railroad Bonds.

The *Evening Post* says: An important piece of news in Wall Street to-day was the announcement of the fact that the Atchison, Topeka and Santa Fe Railroad (a rich Boston company) had completed an arrangement with the St. Louis and San Francisco Railroad, in pursuance of which a railroad is to be built from Santa Fe to San Francisco, under the old charter of the Atlantic and Pacific Railroad. This charter is still valid, and the land grant carried with it conveys 40,000,000 acres. With it bonds are to be issued to the amount of $25,000,000, secured by these lands, and the road is guaranteed by the St. Louis and San Francisco, and the Atchison, Topeka and Santa Fe Railroads. These bonds have been placed already. The recent heavy advances in St. Louis securities are explained by the news of this arrangement.

Body Found.

The body of an unknown man was found in the harbor yesterday, with his hands tied behind him and blindfolded. Whether it is a case of suicide or murder is not known. A Cuban planter here says: "It seems to me that the man is a South American and from the interior. You may be sure he did not commit suicide. South Americans don't do this, nor do West Indians. I have an idea that the man may have been an agent for the Chilian or Peruvian government, here on a private mission. He may have been thrown from an outgoing steamer, or he may have been bound and pitched overboard from the docks."

Hangman's Day.

CHARLESTON, 21.—Two colored criminals were executed in this State to-day. One, Edwd. Holmes, a boy of 16, convicted of outraging a two year old daughter of A. B. Hampton, in Union County, four months ago. He was hanged at Union Court House. A large crowd of country people were in town, but the execution, under a State law, was private. George Garry was hanged at Beaufort for the murder of a colored man named Brown. Three clergymen attended him to the gallows. In the jail he made a full confession and said he was ready to die.

THE UTE COMMISSION.

An Indian Story.

DENVER, 21.—A special to the *Tribune* from Los Pinos, dated the 20th, says: Ouray stated to the commission that he is prepared to prove by testimony of members of his tribe that secret emissaries of the Mormons have been conferring with the White River Utes and attempting to prolong hostilities by promising to furnish arms and ammunition at a certain point on Grand River for their use as long as they would fight. He adds: Although the information which has come to him is not sufficient to convince, yet he has little doubt they will be able to establish the connection of the Mormons with the origin of the outbreak, and that similar inducements were held out to the Indians prior to firing the first shot at the agency. Ouray says he is informed by his secret agents that overtures were made Jack's men since the visit of Gen. Adams to the White River Utes, and it is his belief representatives from the Mormons have been in communication with Jack for a time. Entertaining this view, an extra effort will be made to secure the attendance of Jack as the commission have determined to sift this matter to the bottom. No objection was offered in the admission of the testimony of the women and it was accordingly incorporated in the records. Ouray states he has resorted to his last measure for a peaceable intercession on behalf of the White River Utes, ne has convinced them they can come before the commission and freely testify without fear of being immediately placed in irons. That the government is disposed to deal justly with them and while the guilty must be punished it will be looked to that none of the innocent suffer. They now understand the situation and he has notified them to appear forthwith to testify in conformity with their oath. If they refuse Ouray will call his friends to his standard at Uncompahgre, waive the absence of the representatives from the White River tribes, treat with the government direct and keep his men with him, securing the punishment of that branch of the Utes to the discretion of the department. The commission adjourned until Saturday when Ouray expects the return of Johnson, Douglass and followers.

WESTERN.

THE BONANZA KINGS.

Receive Rough Treatment.

A Mining Lecture.

SAN FRANCISCO, 21.—Union Hall was crowded to suffocation last evening on the occasion of the meeting announced by Col. Deane, a prominent stock operator, for the purpose of telling the public the location of three new bonanzas which he claims exist on the Comstock, and of denouncing the management of the mines controlled by J. C. Flood and his partners. Dennis Kearney who has for several days announced his intention of breaking up the meeting, was present with a large concourse of his followers from the Sand Lots and before the meeting was called to order, rose and made an attempt to organize the meeting. Confusion ensued and Kearney was arrested and taken to the station house on the charge of disturbing the meeting.

Col. Deane, in opening, referred to his speech some months ago before the Bullion Club of New York, in which he stated that he would make known the whereabouts of three bonanzas, unless the management speedily uncovered them. He deplored the necessity of carrying out his threat and of censuring a man who had opportunities for doing good, J. C. Flood, the evil genius of the bonanza firm. He then dilated at considerable length on the alleged unscrupulous course of Flood and his partners, and after defending himself from the charge of being inspired by sinister motives, proceeded to locate three bonanzas. The first he asserted to be located in the Ophir, extending into the Mexican, probably into the Union and perhaps into the Sierra Nevada. He advised no one to buy on his say-so, as Flood would inflate the stocks, and after unloading break them down and punish those following the speaker's advice. He asserted that the existence of this bonanza on the 2,200-foot level of the Mexican was known to the Bonanza firm two years ago, but that the development in Sierra Nevada was a surprise to them.

The second bonanza, he asserted, was in the 2,200-foot level of the Hale & Norcross. He did not know it was a large one and had spoken of it before the Bullion Club, as simply a good prospect. He denounced the failure of Superintendent Deidesheimer, of the Hale & Norcross, to inform the stockholders in his official letter of the recent strike on the 2,100-foot level of the mine. The existence of this bonanza, he claimed, was known four years ago by the bonanza firm.

The third bonanza he located in the Yellow Jacket, but did not state its whereabouts definitely.

He then alluded to Kearney's threats to break up the meeting, and claimed he was acting in the interest of J. C. Flood, calling attention to the fact that in all of Kearney's denunciations of the brokers, mining operators, etc., he had scrupulously avoided attacking the Bonanza firm.

Referring to the Yellow Jacket bonanza, he said his statements would be fully borne out by examination of the mine. It was a great mine, but in proof of his assertion, he could not betray the confidence of his informants. But would state as earnest of his belief, that his wife had mortgaged her homestead to carry that stock.

He said, let the management make cross-cuts, and if they fail to uncover bodies, I shall be covered with confusion and lose every dollar I possess in the world. Should they refuse to make such cross-cuts, it will then devolve on the stockholders to take strong means to obtain justice. He then proceeded to denounce Flood in strong terms, citing instances of the manner in which he had duped his friends and the public by giving false information regarding the condition and prospects of the mines under his control, thus ruining thousands interested. He said the Bonanza firm was the agency that caused the failure of the Bank of California, and compared Ralston and Flood to the disadvantage of the latter. The rapacity of these men, he continued, should be no longer suffered. The press, pulpit and public opinion should bind together to check their lawless career. He advocated the formation of a combination strong enough to fight the Bonanza firm in the market, and urged operators to enroll their names for that purpose.

He then gave Kearney a severe scoring for his action in the premises, and concluded by an appeal to the public to throw off the bondage of the Bonanza firm.

At the conclusion of Deane's address, resolutions were read by Mr. Fay, denouncing the manner in which by the secret use of the diamond drill, purposeful breaking of pumping gear, flooding of mines, putting out false information and general dishonest management and manipulation, the community had been plundered, protesting against the abuse of delegated power in the management of mining properties and urging in the event of no reform being inaugurated, that a general movement be organized to overthrow the oligarchy of the Nevada Bank.

J. J. Tobin followed, stating that this was the first of a series of meetings to be held with a view of effecting reform in mining management, and read resolutions providing for the organization of a legislative commission to act on the subject for the awarding and furnishing of supplies to the lowest bidder, for the ensuring knowledge by stockholders of the results of exploration with the diamond drill, etc.

The resolutions were adopted by acclamation. In regard to Kearney's proposal to organize a meeting, there was no attempt at interruption. The remarks of the speakers were frequently interrupted by applause, but it was evident that there was a strong party present in opposition to those who called the meeting. This was evidenced on several occasions, notably on the vote called for by Deane, as to whether Flood had pursued the course of an honest and public spirited man. Although the majority seemed to be with the speaker, it would be difficult to determine whether the opposition to any extent consisted of the solid men present, or whether it was mainly confined to Kearney's cohorts.

Mr. Deane's location of the new bonanzas coincided with the general opinion of Pine Street heretofore expressed, by his failure to give his authority for his statements, naturally tended to weaken their force.

The meeting at least proved that there is a very large and respectable element in the community strongly hostile to the manner in which stock and mining affairs have been conducted for past years, and eager for reform.

Mosby in Trouble.

Great sensation is caused in Hong Kong by the quarrel between Mosby and Governor Hennessy. The latter official is desirous to obtain full official information concerning the opium traffic between Hong Kong and Macao, in order to check the notorious and illegal practices. He applied to Mosby for copies of the United States record of shipments, etc. The Governor alleges the request was made for the public good and with perfect courtesy, the same having been referred to other foreign consuls and all willingly responded. Mosby alleges the request implied the right to inspect consular documents which he was bound to resent. American citizens regret that the United States consul has broken relations with the Governor who had previously shown him great attention and consideration. The actual merits of the question are undetermined, the correspondence being unpublished.

Japan News.

Great satisfaction is expressed by the Japanese Government at the friendly tone of the American press respecting the violation of the quarantine by the German Envoy last July.

Intelligence of Grant's views on the Loo Choo question, published in the New York *Herald* last September, was received with intense interest. It is now known that the Government of Japan is strongly influenced by Grant's warning against the machinations of European agents tending toward a rupture between Japan and China for the advantage of unscrupulous aliens. There was at no time real danger of war, but Grant's admonition certainly secured peace.

Grant presented a valuable curtain to the manager of the principal theatre in Tokio, and the manager now sends in return a splendid set of harness, ornamented with gold lacquer.

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. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

JAKE HEUSSER, Importer and Dealer in Guns, Pistols & Ammunition Of all Descriptions.

A Large Variety of Fishing Tackle and Pocket Cutlery Constantly on Hand.

Repairs Neatly and Promptly Executed. Keys of all Descriptions on hand and fitted to order.

A Shooting Gallery—Reduced 200-yard target on the premises.

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All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order

Water Jackets, Tuyeres, Sing Pots and Cars, Bullion Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.

Also Brass Work of all description

First West st. Salt Lake City.

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From the Factory to the Wearer.

Shirts of Superior Muslin, Extra Fine Linen Shield Bosom, French Yoke, and completely finished for

$7.50 A DOZEN!

62½ CTS. EACH.

Having completed arrangements with one of the largest Cotton Factories in the United States for an unlimited supply of Shirting Muslin, at extremely low prices, and having largely increased our facilities for the manufacture of men's and boys' Shirts, in all styles, we have decided to make an important departure from the course usually adopted by similar establishments, and to place ourselves directly in communication with the consumer, thus avoiding the enormous profits required by middlemen and the retail trade, and enabling us to make the following unprecedently low offer:

12 Superior Muslin, Fine Linen Finished French Yoke Shirts, as above, $7.50
6 " " " " " " 4.00
6 " " " " " " 2.25

As elegant set rolled gold plated Sleeve and Collar Buttons presented to each purchaser of a Shirt.

We warrant these Shirts to be first-class in every respect, to be substantially and neatly finished, and equal in appearance, durability and style to any Shirts in the market costing two or three times as much. Send size of collar worn, circumference of chest and length of arm from middle of back to end of cuff, and state if you wish open in the back or front, as accompanied upon back shirts, as we can insure a more perfect fit. The following goods are first-class in every respect, much lower than the same quality can be bought for elsewhere, and will be sent post-paid on receipt of price.

Linen Cuffs 26 cts. per pair, $2.50 per doz. Linen Collars, standing or turn down, 15 cts. each, $1.50 per doz. Celluloid Cuffs 50 cts. per pair, Celluloid Collars, standing, 30 cts. each, Turn down, 50 cts. each. Fancy Striped regular made Half Hose 25 cts. per pair, $2.50 per doz. Linen finish Unbleached regular made extra heavy Half Hose 50 cts. per pair, $5.00 per doz. Linen finished full size and fine linen, 25 cts. each, $2.75 per doz. Wright's patent Rolled Web Suspenders 50 cts. per pair. Paper Collars, Complex Ventilated Armlet 25 cts. per pair, Rolled gold plate Scarf Pins 50 cts. each, Rolled gold plate Scarf Rings 25 cts. each. Rolled gold plate, 14 karat Persian diamond Shirt Studs, per set 50 cts. Rolled gold plate Sleeve Buttons $1.00 per pair. The above goods are manufactured expressly for our trade, and are guaranteed to be first class in every respect, and we guarantee they cannot be bought for less than the money of us has been asked for them.

Remember in ordering from us you save all outside profits.

Boys' Shirts a specialty. Correspondence solicited. Catalogue and Price List free on application.

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Never Well.—Thousands of people who are not absolutely sick complain that they are "never well." Without being in pain they are perpetually in a state of discomfort worse than bodily suffering. The cause of this indescribable wretchedness is a morbid condition of the digestive, assimilating and discharging organs. Tone, invigorate and regulate these viscera with

Tarrant's Effervescent Seltzer Aperient

And the languor, depression, and nervous debility, which are inevitable results of indigestion, biliousness and an irregular habit of body will cease.

SOLD BY ALL DRUGGISTS.

FOR RENT.

ONE house two blocks west of Walker Brothers corner — Five Rooms with water attachments from water mains; also One suit of rooms in WASATCH BUILDING, opposite Judge Hoge's office with bath room and wardrobe attached and carpet on floor, also furnished or unfurnished rooms in same building to let. Apply to N. GROSBECK & SON. Box 442.

CHEAP DISINFECTANT!

MR. F. A. PASCOE will supply fine screened Quick Lime, suitable for disinfecting cesspools, and neutralizing all decaying organic substances for TWO DOLLARS PER TON, in large or small quantities, at his Pioneer Perpetual Lime Kilns, First North of Warm Springs, Salt Lake City.

☞ N B.—Building and Plastering Lime of Best Quality always on hand.

dtf F. A. PASCOE.

$250 REWARD

WILL be paid for the arrest and conviction of the parties who have been engaged in breaking and carrying away portions of the mill and out-buildings which formerly belonged to the Mammoth Copperopolis Company in Tintic Valley, and in stealing personal property therefrom. A like reward will be paid for any information which may lead to the arrest and indictment of any person or persons who in future trespass upon or steal any property from said premises.

J. B. ROSBOROUGH, Agent for Hamilton & Elliott.

Salt Lake City, Oct. 28, 1879. 4285

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Lay Water Pipes On Short Notice, at LOWEST POSSIBLE PRICES

A Large Stock of Pumps, Plumbing Goods, IRON PIPE, HOSE, AND SHEET LEAD KEPT IN STOCK!

OFFICE AND WORKSHOP, WEST TEMPLE ST., Opposite City Meat Market.

NO MORE RHEUMATISM OR GOUT ACUTE OR CHRONIC SALICYLICA SURE CURE.

Manufactured only under the above Trade-mark, by the European Salicylic Medicine Co OF PARIS AND LEIPZIG.

IMMEDIATE RELIEF WARRANTED. PERMANENT CURE 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 for $5. Sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address

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For Sale by MOORE, ALLEN & CO., And druggists generally. dw 11 12 till 10

For You, Madam,

Whose complexion betrays some humiliating imperfection, whose mirror tells you that you are Tanned, Sallow and disfigured in countenance, or have Eruptions, Redness, Roughness or unwholesome tints of complexion, we say use Hagan's Magnolia Balm.

It is delicate, harmless and delightful article, producing the most natural and entrancing tints, the artificiality of which no observer can detect, and which soon becomes permanent if the Magnolia Balm is judiciously used.

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Also Colics Spasms, Cramps, and like disorders, at this season of the year.

Dr. E. L. PLANT, No, 7 Market Row,

Has a sovereign remedy that has been in use for 40 years. Price 50 cents and $1 per bottle, according to size. Satisfaction guaranteed or money refunded.

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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.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worse sores.
Henry's Carbolic Salve allays the pain of burns.
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Ask for Henry's, and Take No Other.

☞ BEWARE OF COUNTERFEITS. 21

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CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

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