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 decidedly the only railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company has and controls 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 single 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 as 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.

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. B. & 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'r 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	9:30 a.m.
ARRIVE.	
Daily Express	5:15 p.m.
Mixed	6:40 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 Geo. Cornick & 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.

S. H. H. CLARK, Gen'l Supt. 220

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 35	4 08	80
Centreville	7 53	4 16	75
Farmington	8 50	4 53	1 60
Kaysville	9 12	5 12	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 04	7 44	1 60
*Wood's Cross	11 13	7 55	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 11.50 a.m.; Leaving Salt Lake at 5.00 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., saving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 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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FORT WAYNE AND PENNSYLVANIA LINE

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

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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 5.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 8.15 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 3.55 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 5.00 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. SYKES, Agent and Ticket Agent. CHICAGO

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By ELDER GEO. REYNOLDS.

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NOTICE.

JACOB SMITH deceased or his heirs or assignees are hereby notified that I have expended in money and work to the amount of two hundred and twelve dollars and 25 cents, being the legal assessments for 1878 and 1879, for your interest in the Copper Mine, located in the Uintah Mining District, Summit Co., Utah, and unless you pay said amount to me within 90 days, the time specified by law, your interest in said mine will become my property, according to the law of Congress of 1870 relating to mines. JOHN A. WILSON.

Park City, Utah, Sept. 6, 1879. 9-9-7 to 9-12-9

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
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		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 20	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	5 56

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 30	10 15	1 75
Payson	2 55	11 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 65
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 95
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.

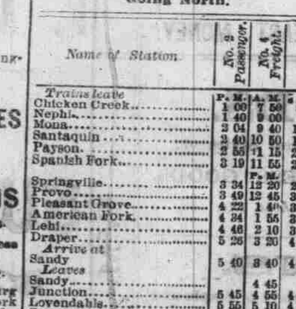
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run 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

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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, 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; Kenzie Street Depot, corner West Kenzie 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, Chicago.

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

EVENING NEWS.

Friday, - - October 3, 1879.

Correspondence.

Fire—Crops, Etc.

MORGAN CITY, Sept. 28th, 1879.

Editors Deseret News:

On the 24th inst., a destructive fire broke out at the residence of Elder Evan A. Richards, doing a great deal of damage.

Elder Richards is in the employ of the Union Pacific Railroad Company as a watchman, and lives close to the track. The supposition is a spark from the engine of one of the trains while passing, dropped into a pile of cedar posts, and ignited, and in a few moments the entire surroundings were a blazing mass. A numoer of railroad hands were dispatched to the spot as quickly as possible, when they all pitched in earnestly, but to no purpose until barn, stables, stack-yard with considerable forage, pigpens with two nice hogs, a harness and the pile of cedar posts, were burned to ashes. But they were fortunate enough to save their house from the flames.

The loss is estimated at $300. Quite a loss too, in these hard times.

The health of the people in this vicinity as a general thing is good, although quite a number of children are having a severe siege of whoopingcough.

What with the grasshoppers, frost and drouth, our grain crops were almost a failure. Potato crop is pretty fair.

Respectfully yours,

JNO. S. BARRETT.

The Formation of Character.

There is a practical as well as scientific basis for the position taken by the Rev. Phillips Brooks in a recent discourse in New York, namely, that the law of evolution rules in the moral as well as in the physical world: "Nature does not create, but is always developing. In last summer's roots nature finds the germ for next summer's verdure. If somebody should give me a diamond to carry to Europe, I can know exactly how much would be lost to the world were I to drop it into the sea: but if a seed should be given me, I can only regard it with awe, as containing, concealed within it, the food of untold generations. That is the difference between looking at truth as a diamond or as a seed—as final or germinal.

"In all training of character, continuity and economy must be supreme. The notion that character is spontaneous is held by most people in the earlier portion of their lives, and is wrong. When they discover this, nine-tenths change to the other extreme. This is a wrong, too. Hosts of young men think that character will form of itself and that they will necessarily become better as they grow older. Hosts of old men believe that their character is fixed and that it is impossible for them to become better. Such beliefs are foolish. People are also wrong in thinking that they can put off their bad traits and put on good traits. The old failures cannot be thus transformed, but out of the old habits new ones can be formed. That is what many a poor creature needs to know. We must make what we are to be out of what we are already."

Shall the Farmer be Educated.

Although it has been said that every farmer should not try to be a geologist, meteorologist, chemist, etc., or study medicine to be his own doctor, or law to make it unnecessary to employ a lawyer, or theology with a sole view of doing his own preaching, still there is little doubt that all general information, and the more exact the better, has a tendency, if well applied, to be useful to the farmer's best interests. Every cultivator desires to gather from the soil, at small expense, large crops, with as little injury as possible to the source of production. He cannot do this without being familiar with the general principles in the various departments of his profession, and understanding most thoroughly the art of agriculture. The man who grows crops well must understand the nature of soils, which includes more research than would enable him to arrive at the conclusion that one is sandy and another clayey, etc. Also, if he would market his crops to best advantage, and properly attend to the multitude of affairs that accumulate about the farmer of to-day, he must possess some knowledge beyond the common branches of reading, writing, and arithmetic. What kind of an education, then, should the farmer have? Whatever other opinions they may entertain in regard to the farmer's education, all will agree that one of the most essential branches of that education shall be a thorough training in business affairs. This more than any other one thing will fit them for the various and many-sided transactions of his busy life. It is necessary that he should be a man of business as well as a producer. It is, then, to be regarded as a hopeful sign of the times that so many of our farmers' sons are educating themselves thoroughly in business affairs. It is a guarantee that in future they will take a higher standing, and be more independent and self-reliant.

A Business Man's Habits.

A sacred regard to the principles of justice forms the basis of every transaction, and regulates the conduct of every upright man of business.

He is strict in keeping his engagements.

Does nothing carelessly or in a hurry.

Employs nobody to do what he can easily do himself.

Keeps everything in its proper place.

Leaves nothing undone that ought to be done, and which circumstances permit him to do.

Keeps his designs and business from the views of others.

Is prompt and decisive in his dealings, and does not over-trade his capital.

Prefers short credits to long ones, and cash to credit at all times, either in buying or selling; and small profits in cases with little risk, to the chance of better gains with more hazard.

He is clear and explicit in all his bargains.

Leaves nothing of consequence to memory which he can and ought to commit in writing.

Keeps copies of all his important letters, invoices and business documents, put away in an orderly manner, so that on occasion they may be easily referred to.

Is always at the head of his business, well knowing that if he leaves it, it will leave him.

Holds as a maxim "that she whose credit is suspected is not to be trusted."

Is constantly examining his books, and transmits all his accounts current to his customers, both at home and abroad.

Avoids, as much as possible, all sorts of accommodation in money matters and law-suits, where there is the least hazard.

He is economical in his expenditures, always living within his income.

Keeps his memorandum book in his pocket, in which he notes every particular, relative to appointments, addresses, and petty cash matters.

Is cautious how he becomes security for any person, and is generous when urged by motives of humanity.

Let every business man act strictly on these habits. When once begun, they will be easy to continue in, and success will attend his efforts.

Take pleasure in your business, and it will become your recreation.

Hope for the best, think for the worst, and manfully bear whatever happens.—*Ex.*

Catarrhal POISON

Wel De Meyers' Treatise on Catarrh,

explains the following important facts:

1. That Catarrhal Colds become a **poisonous infection**, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That whatever impurities exist in the nostrils, **are necessarily swallowed** into the **stomach and inhaled** into the lungs, thus poisoning **the digestive**, the respiratory **and the genito-urinary organs.**

4. That Catarrhal virus follows the mucous membrane **and causes Weak Eyes,** Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, taken into the nostrils and throat, cannot possibly remove infectious inflammation from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the capacity of being **absorbed by** the purulent mucous **wherever located.**

Acting upon these theories, **Dr. Wel De Meyer** has found a remedy for Catarrhal diseases, which proves to be infallible. His **Treatise,** with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is sent **free and Post-paid to anybody. Wel De Meyer's Catarrh Cure** is not yet in the hands of all Druggists. Where not thus procurable, it will be **delivered** to any address at **$1.50** a package. To Clubs, six packages for **$7.50.** To the trade, liberal terms.

D. B. DEWEY & CO., Ag'ts, 46 Dey St., N. Y.

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Wood Turning and Scroll Sawing

WM. H. FOSTER is still prepared to do Work in this line at his old stand, Opposite Walker House, East Temple Street Having made extensive improvements, he is prepared to please his patrons in price and quality of work.

Porch Ballisters and Brackets always on hand. d&wlm

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DEALER IN

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FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 220 weekly newspapers, or four lines in a different list of 30 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 70 to 100 papers each, or four lines one week in all four of the small lists, or one line one week in all six lists combined, being more than 1,000 papers. We also have lists of papers by States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & Co., 10 Spruce St., N. Y.

NOTICE,

In the Probate Court in and for Salt Lake County, Territory of Utah.

In the matter of the estate of Thos. Genever, deceased.

Pursuant to an order of said Court in said matter, notice is hereby given that Tuesday, the 30th day of September, A. D. 1879, at 10 a. m. of said day, at the County Court House, in Salt Lake City, has been appointed by said Court the time and place for the hearing of a petition filed in said Court by Cornelius Green and George L. Bailey, praying that a certain document on file therewith, purporting to be the last will and testament of the said deceased, be admitted to probate, and that letters testamentary be issued to him, at which time and place all persons interested may appear and contest the probate of said will.

Salt Lake City, Sept. 19, 1879.

D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County, U.T.

d 253 td

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Why is Dyspepsia so General? Simply because it is neglected or maltreated. Strike directly at the cause. Remove the acrid humors which engender it from the stomach and bowels with

Tarrant's Effervescent Seltzer Aperient

and indigestion, with all its painful concomitants, is cured.

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L. S. Hills, Cashier Deseret National Bank,
W. S. McCornick & Co., Bankers,
T. R. Jones, Banker,
Wells, Fargo & Co., Bankers. d&w

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obtained for new inventions, or for improvements on old ones, for medical or other compounds, trade-marks and labels. Caveats, Assignments, Interferences, Appeals, Suits for Infringements, and all cases arising under the Patent Laws, promptly attended to—Inventions that have been

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We refer in Washington, to Hon. Postmaster General D. M. Key, Rev. F. D. Power, The German-American National Bank, officials in the U. S. Patent office, and to Senators and Representatives in Congress; and especially to our clients in every State in the Union and in Canada. Address

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Opposite Patent Office, Washington, D. C

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FOR ALL

Medicinal and Family Purposes,

HAS BEEN SOLD IN ALL THE Eastern States, and given universal satisfaction. It is highly recommended by the Faculty in all cases of Nervousness, Weakness, Debility, Dyspepsia, Indigestion, etc. It is now introduced to the public of the Pacific Slope indorsed by the following certificates of the eminent Dr. S. Dana Hayes, State Assayer of Massachusetts, and Dr. H. C. Louderback, of St. Louis, Mo., both gentlemen prominent in their profession, and which is a guarantee to all buyers of its purity and quality. I can show thousands of letters from persons from all parts of the United States and Canada, to testify to its merits and the benefit it has afforded as a family remedy and tonic.

Sold by all Druggists and Grocers, in bulk or by the case or bottle.

Country Orders Promptly Attended to

LABORATORY AND OFFICE, No. 4, State Street, Boston, Sept. 9, 1878.

GEORGE SIMMONDS, Esq.—Sir: The sample marked "Nabob Whisky," received from you, has been analyzed with the following results:

It is of selected alcoholic strength and free from added flavoring oils, acids, metals, or other deleterious substances. This whisky is pure, of superior quality, and suitable for dietic and medicinal purposes,

Respectfully

S. DANA HAYES, State Assayer for Massachusetts.

ST. LOUIS, September 20, 1878.

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