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, Wilton Junction, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capital of Iowa) with branches from Muscatine 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, Lisbon, Cedar Rapids, Kalo, Fort Dodge, Winterset, Council Bluffs, 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 admiring your person, 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, a 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 increasing patronage bestowed on this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes alone, 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 BURLINGTON JUNCTION, 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 Con. 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	8:20 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 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 McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Opera House, where berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha.
S. H. CLARK, Gen'l Supt. d90

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 25	4 03	50
Centreville	7 35	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 55	1 25
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 53	7 31	1 25
Centreville	11 04	7 44	1 50
*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 11.50 a.m.; Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.30 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 p.m.

For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

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

LUMBER YARD AND PLANING MILL.

REDUCTION IN PRICES.

Utah Red and White Pine of all kinds, Eastern Pinelog 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 Manufacturers 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 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 6.30 p m; Washington 9.00 p m next day.

5:15 p. m. Atlantic express, DAILY, with Drawing Room and Hotel Car. 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 8.00 a m; New York 10.25 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.

Ancient Things Newly Revealed!

JUST ISSUED FROM THE PRESS

THE BOOK OF ABRAHAM

Being a critical review of the work under that name, translated from Egyptian Papyrus by the Prophet Joseph Smith, with copious references to ancient and modern authorities, in support of its authenticity.

By ELDER GEO. REYNOLDS.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, 25 cts.

UTAH SOUTHERN RAILROAD

To take effect June 18th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave Salt Lake	A. M. 7 00	A. M. 7 30	
Morgan	7 18	8 00	60
Germania	7 22	8 10	50
Lovendahls	7 24	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 33	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 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	P. M. 1 00	A. M. 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 09
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.

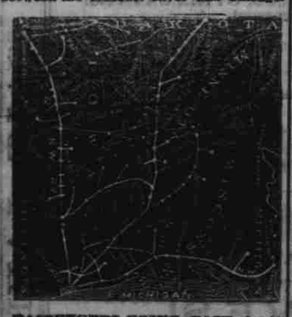
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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

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, 215 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 obtainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.
W. H. STENNETT, Gen'l Pass'r Agt., Chicago.

EVENING NEWS.

Thursday, - - November 6, 1879.

Ancient Wonders.

Nineveh was 14 miles long, eight miles wide and 46 miles around, with a wall 100 feet high and thick enough for three chariots abreast. Babylon was 50 miles within the walls, which were 75 feet thick and 100 feet high, with 100 brazen gates. The Temple of Diana, at Ephesus, was 420 feet to the support of the roof—it was 100 years in building. The largest of the pyramids was 281 feet in height, and 853 on the sider. The base covered 11 acres. The stones are about 60 feet in length and the layers are 208. It employed 350,000 men building. The labyrinth of Egypt contains 300 chambers and 12 halls. Thebes, in Egypt, presents ruins 27 miles around, once containing 350,000 citizens and 400,000 slaves. The Temple of Delphos was so rich in donations that it was plundered of $50,000,000; the Emperor Nero carried away from it 200 statues. The walls of Rome were 13 miles around.

The Big Krupp Gun.

The big Krupp gun, a breech-loader made of steel, was tested a fortnight ago. The charge of powder was 440 pounds, and the weight of the shot 1,712 pounds. The velocity attained was 1,650 feet per second at the muzzle. In each of the three rounds the weight of the powder-charge was 440 pounds. The shot in the second round weighed nearly 1,700 pounds; the velocity was 1 644 feet. In the third round the shot weighed 1,707 pounds; velocity 1,645 feet. The first and second rounds were trial shots, for the prupose of obtaining the range. The target was distant 2,735 yards. The first shot went over the target, the second fell short of it, but the third made a good hit. The great gun-maker contends that the real measure of the power of a gun is the hightth to which it would be raised by the power which is imparted to the projectile when fired. Krupp, with his great breech-loader, gives to a projectile of 777 kilogrammes a velocity of 502 metres per second. This force would lift more than 10,000 tons a metre high, which is the same as raising the gun itself to a height of 140 metres, or 458 feet. The energy of the shot fired by the Fraser 80-ton gun would raise the gun itself to the height of 121 metres, or 397 feet. So also the Armstrong gun of 100 tons, develops an energy sufficient to raise that gun to an elevation of 125 metres, or 410 feet. The power of modern artillery is well illustrated by the fact that the shot flies on its way with a force sufficient to raise the gun itself to an altitude equal to that of the gilt cross on the top of St. Paul's Cathedral, London. Krupp himself lays claim to a power sufficient to make his steel breech-loader of 70 tons soar at least 50 feet above the topmost point.—*N. Y. Tribune.*

Beau Hickman and Canada Bill.

Canada Bill one time was passing through Washington on his way to New York, after a successful gambling trip on the steamboats of the western and southern rivers. The thought struck him that he would stop and see Beau Hickman, the great wag, then world famous as a clever trickster. The two sports met on the steps of the huge marble Capitol. Hickman had been pointed out to Canada Bill by a bootblack.

"Is your name Hickman, pard?" inquired Bill, extending his hand.

"The same, sir. Whose hand might I have the honor of pressing?" returned Hickman, thinking that his new acquaintance was a newly-arrived western member of congress.

"The hand you grasp, pard," responded Bill, "is one generally known as being more able to deal cleverly than fairly. I, like yourself, am one of society's razor-strops. I am——"

"Canada Bill, by gum!"

"Shake the member two times—for I'm glad to see you, Hickman."

"How long are you going to stop in town?"

"Stepped off expressly to make your acquaintance."

"Are you known in this city?"

"No."

"Then I'll turn you to good account. How much money have you to venture on a sure thing?"

"Got $6,000."

"With you?"

"Right here;" and Canada Bill pulled forth two huge rolls of bills.

"How would you like to turn that into $12,000 within the next three days?"

"Name the job, and I'm your man."

"Oh! We'll take a drink;" and Hickman led the monte-tosser into the card-room of a fashionable sample-room.

The next day a genteel, solemn-looking man entered the gentleman's parlors at Willard's Hotel, which were filled with senators, congressmen, and office-seekers and holders of all grades. He carried a small note-book in his hand, and as he approached each group he would bow and say:

"Gentlemen, I am collecting money for a widow lady and her three children. They belong to a once-proud, but now cast down family. If you will aid them, please ask no further questions, but give what you see fit."

In the entire hotel the gentlemanly beggar only received three donations of 25 cents each. The others waved him impatiently aside, while some plainly told him he was an imposter. Before leaving, he said quietly to the three gentlemen who had given him money:

"This will be repaid you tenfold to-morrow evening at this hour."

He then took the address of each, asking them to not fail to be in the parlor next evening to get their money, and cautioned them to speak to no one of his promises—that he was Sir Orlando Matterson, president of Royal London Society for the encouragement of benevolence.

As a matter of course, before he had got a block away from the hotel every one knew all that he had said and done, and all considered him some crazy fanatic. Then a report got about that he was an immensely rich but insane English nobleman, who spent yearly hundreds of thousands in seeking those out who were willing to lend aid to the needy, and in rewarding them afterwards, so that, according to his cracked brain, the cause of charity might be in a general way accelerated.

The next evening he came again, asking alms, and everyone was on the look-out for him. He first singled out the three gentlemen who had given him twenty-five cents each, and very quietly passed each an envelope containing two dollars and fifty cents, and a small card, upon which was printed: "Give, and you shall receive." "Cast your bread on the waters and it shall be returned to you tenfold." "Remember the example of Sir Orlando Matterson as you journey through life."

Sir Orlando Matterson took $75 in donations from the house that night, and it was noticeable that those whom his example had thus quickened were very careful that he should have their correct address. The same result followed in each of the scores of hotels and gentlemen's rooms which he had imitated on the night before. The third night he, with a solemn face, returned to each donor of the previous night the exact tenfold promised.

"It would be a joy which I would consider cheaply purchased," said he confidentially to a dozen gentlemen, "if at the cost of half a million dollars I could teach the citizens of this beautiful city to be thoroughly generous to the poor."

This night he was like the ticket-seller at the railroad depot. One, two, five, ten, and even twenty dollar bills were shoved at him on all sides, so great had been the awakening in the cause of benevolence which the example of Sir Orlando Matterson had aroused. A benign smile hovered about his mouth, and a tear that glittered betimes in his mild, kind eye proclaimed the joy his soul felt as he shoved bill after bill into his pockets and gazed with the look of a father upon his converts.

"We'll split her now," suggested Bill, as he ceased counting.

"Twouldn't give you $12,000," quoth Hickman. "Let it be till to-morrow night. I think I can raise a little 'hush money' on this racket."

Next night Beau Hickman went the rounds, and found groups of expectant converts waiting to see Sir Orlando Matterson. One at a time as fast as he could do so, he would take one after another of the most prominent gentlemen aside and whisper in his ear:

"I have got a little subscription book here which was handed to me by a friend as he took the train this morning for New York. Sorry you got sold on Sir Orlando Matterson. He's skipped out. That was Canada Bill, the three-card monte man."

"Is that so?"

"Sure. Here's the book with your name in it for 20 dollars."

"Well, for gracious sake, Beau, don't show that note-book to anyone. And scratch my name off it, will you?"

"Certainly," returned Hickman, scratching over the name with his pencil. "But, governor, I'm kind o' short to-night. Couldn't you lend me 20 dollars until to-morrow?"

With a wry face, the victim would pull forth his pocket-book, and, placing the bill demanded in Hickman's hand, would slip quietly from the hotel to the street.

That night the two worthies divided, and the share of each was over $12,000.

Both Beau Hickman and Canada Bill, whose tricks on the unwary obtained for them thousands of dollars, died poor and were buried as paupers; and the moral is that no matter how much a man makes dishonestly or by trickery, he will sooner or later be found out, and doubtless die a miserable, deserted outcast.

LAND CLAIMS!

PARTIES about to make final proof, or who have any kind of land business to attend to, will do well to call at the office of Chas. W. Bryant, south of Z. C. M. I., Salt Lake City, U. T., before going to Land Office or elsewhere. He will give information how to proceed, *free of cost.*

SCHOOL NOTICE.

NOTICE is hereby given to the Tax-payers of School District No. 17, that a district meeting will be held in the School House of said District, on Monday, November 10th, 1879, at 7:30 o'clock p. m., (postponed from Monday evening, Oct. 27,) for the purpose of voting on the rate per cent of tax to be assessed for Repairing and Furnishing said School House, and for other School purposes.

JAMES DWYER, AMOS HOWE, JOHN R. SMITH } Trustees.
Salt Lake City, Oct. 28, 1879. d285 10t

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 within three days. This is the only discovery 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

WARBURTON & CO., Only Importers' Depot, 212 Broadway, New York.

For Sale by MOORE, ALLEN & CO., And druggists generally. dw 11 10 9 11 100

(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 Mental 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, no other preparation is a substitute for this under any circumstances.

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

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

Sold by all Druggists.
d 121 2t sw

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 Dr. B. DEWEY & Co., 40 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 saf

NOTICE.

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

In the matter of the estate of Brigham Young, deceased.

The People of the United States in the Territory of Utah.

TO Emeline A. Young, Louisa W. Y. Ferguson, Marinda H. Y. Conrad, Vilate Y. Decker, Elizabeth Y. Ellsworth, the heirs of Ernest I. Young, deceased, Dora Young, Lemuel H. S. Miles, Mary Ann Angell Young, Brigham Young, Luna Young Thatcher, John Willard Young, Mary J. Young, Brigham T. Young, Richard W. Young, Elizabeth Y. Brown, Catherine A. Young, Amelia Young, Joseph A. Young, Briant S. Young, Willard E. Young, Lester E. Young, Louise Young and Eugene J. Young, children and heirs-at-law of Joseph A. Young, deceased, and Alexander O. Pyper, guardian of said Catherine A. Young, Amelia Young, Joseph A. Young, Briant S. Young, Willard E. Young, Lester E. Young, Eugene J. Young and Junius Young, minors; John Willard Clawson, Leo H. Clawson, Walter Clawson and Seldon Clawson, children and heirs-at-law of Alice Young Clawson, deceased, and H. B. Clawson, guardian of Leo H. Clawson, Walter Clawson and Seldon Clawson, minors; Lucy Ann Decker Young, Fanny Caroline Young Thatcher, Heber Young, Shamira Young Roseter, Alta D. Christa Young, Fermorez Little Young, Clarissa Hamilton Young, Ella Elizabeth Young Empey, Hyrum Smith Young, Lorenzo D. Young, Alonzo Young, Ruth Young Johnson, Adella Elvira Young, and Hyrum S. Young, guardian of Alonzo Young and Adella Elvira Young, minors; Emily D. Partridge Young, Emily Augusta Young Clawson, Caroline Young Crozal, Joseph Don Carlos Young, Miriam Young Hardy, Josephine Young, Clara Decker Young, Jeannette Richards Young Snell, Nabby Howe Young Clawson, Charlotte Talula Young, Lucy Bigelow Young, Susa Young Dunford, Rhoda Mabel Young McAllister, Eliza Burgess Young, Margaret Pierce Young, Brigham Morris Young, Zina D. Huntington Young, Zina P. Young Williams, Oscar Brigham Young, Harriet Barney Young, Phineas Howe Young, and Harriet B. Young, guardian of Phineas Howe Young, minor; Mary Van Cott Young, Fanny Van Cott Young and Mary Van Cott Young, guardian of Fanny Van Cott Young, a minor; Susannah Snively Young and Julia Young Barton; Mary Eliza Croxall, and Willard Croxall, minors, and Mark Croxall, their guardian; Maria Young Dougall, Willard Young, Phebe Young Beatty, Evaline L. Young Davis, Mahonri Moriancumer Young, Eliza R. Snow Young, Nannah K. J. O. Young Young, Martha Bowker Young, Harriet Amelia Folsom Young, and Augusta Adams Young, and to all persons interested in said Estate, greeting:

Whereas George Q. Cannon, Albert Carrington, and Brigham Young, Executors of the last will of said deceased, have filed in said court their accounts of the administration of said Estate, and having the 27th day of October, 1879, filed their petition praying among other things a settlement and allowance of said accounts and their discharge as Executors; and whereas the 17th day of November, 1879, at 10 o'clock a.m., of said day at the Court Room in the County Court House in Salt Lake City in said County of Salt Lake and Territory of Utah have been fixed by an order of the Judge of said Court as the time and place for hearing said petition.

You and each of you are notified and cited to be and appear before said Court at the time and place aforesaid, to show cause, if any you have, why the prayer of said petition should not be granted, and to contest the allowance of said accounts and the matters and things in said petition set forth.

(SEAL) Witness the Hon. Elias Smith, Judge of said Court, and the seal thereof, at Salt Lake City, Utah Territory, this 29th day of October, 1879.

D. BOCKHOLT, Clerk of the Probate Court for Salt Lake County Utah, by W. S. CRISMON, deputy.

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