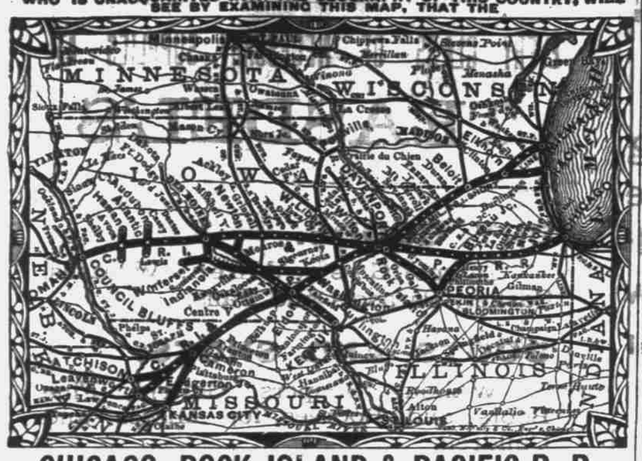
A MAN

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 & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

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 Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. 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, Kansas City, 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 L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.)

At COLUMBUS JUNCTION, with B., C. R. & N. R.R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. L. & Pac., and C. B. & Q. R. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb., and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

At CAMERON, with H. St. J. R. R.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, 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	10.30 a. m.
Mixed	5.00 p. m.
Freight	3.30 a. m.

ARRIVE.

Daily Express	6.15 p. m.
Mixed	6.40 p. m.
Freight	2.15 p. m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern all way, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, 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 Ogden, at which office berths on sleeping cars can be secured.

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

C. H. CLARK, Gen. 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	A.M.	A.M.	
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 06	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 55	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00
NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE		P. M.	
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 50
*Woods 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 8.05 a. m. arriving in Ogden at 11.50 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.30 p. m., leaving Ogden at 6.50 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City a. 8.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	60
Germania	7 23	8 10	50
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 47	8 45	85
LEAVE			
Sandy	7 55	9 50	
Draper	8 05	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 09	11 50	1 95
		P. M.	
Provo	9 23	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 53	2 40	3 75
Nephi	11 20	3 40	4 35
Juab	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 80

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 00	
Nephi	1 40	9 00	
Moss	2 24	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 02	1 40	3 25
American Fork	4 14	1 55	3 50
Lehi	4 26	2 10	3 75
Draper	4 58	3 05	4 50
ARRIVE AT			
Sandy	5 40	3 40	5 15
LEAVE			
Sandy	5 50	4 00	5 15
Junction	5 58	4 15	4 75
Lovendahls	6 07	4 30	4 60
Germania	6 12	4 40	4 50
Morgan	6 20	4 50	4 35
ARRIVE AT			
Salt Lake	6 35	5 00	4 00

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, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45		
Leamington	9 15	29	1 00
Mills	10 35	43	2 00
ARRIVE AT			
Juab	11 20	68	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15		
Leamington	3 35	25	1 00
Riverside	5 05	43	2 00
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent. JOHN SHARP, Superintendent.

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 Pittsburg, 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 East Express Except Sunday. With the popular vestibule sleeping car. Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.30 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 Cars. Reaches Pittsburg 12.15 p. m; Harrisburg 16.55 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 3.55 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 FORT WAYNE and PENNSYLVANIA LINE.

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

E. R. SNOW'S POEMS,

VOL. 2.

JUST PUBLISHED.

Are for sale at the

DESERET NEWS OFFICE

"Woman's Exponent" Office,

Utah Commission Store,

Dwyer's Book Store,

And the Lion House.

PRICE, $1.20, $1.25 AND $1.50.

NEW YORK TRADE.

BENEDICT, HALL & CO. BOOTS & SHOES

Nos. 134 AND 136 GRAND STREET, Corner Crosby, NEW YORK.

THOS. M. ARGALL & CO., MANUFACTURERS OF MEN'S & BOYS' CLOTHING! 830 BROADWAY, JNO. E. COWLES, NEW YORK.

HEMPHILL, HAMLIN & CO., CARPETING, FLOOR OIL CLOTHS, DRUGGETS, MATS, ETC. 342 & 344 BROADWAY, NEW YORK. 16m

A. W. FABER'S STATIONERY ARTICLES & ARTISTS MATERIALS, MAY BE HAD AT Z. C. M. I., Gold Pens and Pencil Cases, Penholders, Rubber Goods, Lead Pencils, Etc. d6m

BRINCKERHOFF, TURNER & CO., 160 Duane Street, New York, Manufacturers of and Dealers in COTTON SAIL DUCK. "Woodberry," "Druid Mills," "Polhemus" and other favorite brands, all numbers—Hard, Medium and Soft.

DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY

COTTON CANVAS of all numbers—14 to 150 inches wide, for Deck—Car—Trunk—and Wagon Covering. Machine Aprons and other purposes, constantly in store and made to order. Agents for

U. S. Bunting Co., U. S. Standard" & "Eagle" by the Case—less quantity.

These Goods can be obtained at Z. C. M. I

USE CLARK'S TRADE O.N.T. MARK SPOOL COTTON.

GEORGE A. CLARK, SOLE AGENT.

The BEST and MOST POPULAR Sewing Thread of Modern Times.

BEWARE of IMITATIONS.

A COMPLETE ASSORTMENT FOR SALE BY Z. C. M. I., Branches and Dealers Everywhere. d9m

USE THE BEST. HARRISON'S CELEBRATED WRITING INK, FLUID AND MUCILAGE, For Sale by all Stationers.

Special rates Inks in Bulk for Schools and Colleges. HARRISON BR'S Co., 512 Broadway, NEW YORK.

Trade Mark for the United States

BEST SIX CORD SPOOL COTTON J. & P. COATS WARRANTED 200 YARDS.

BEST SIX CORD SPOOL COTTON FOR SALE AT WHOLESALE Z. C. M. I. d9m

PHILADELPHIA TRADE.

SAPONIFIER

Is the Original Concentrated Lye and Reliable Family Soap Maker. Directions accompany each can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Can be obtained at Z. C. M. I. and its Branch Stores.

PENN'A SALT MANUF'G CO. PHILADELPHIA.

1845 W. P. Wistach; 1865, W. P. Wistach & Co 1867, Scott & Day, 1871, Conrad B. Day Co.

CONRAD B. DAY CO., No. 38 North Third Street, Philadelphia, Saddlery Hardware, AND CARRIAGE MATERIALS, Horse Clothing, Lap Robes, Dusters, Whips, Nets, Etc.

GILT EDGE ICE CREAM WHOLESALE and RETAIL AT THE PHILADELPHIA COFFEE HOUSE, 55 MAIN STREET, WM. HILL, Proprietor.

PETERSEN, THE BUTCHER, 122 First South St., Second Butcher Shop from the Corner,

Never keeps Anything but Tender, Juicy and Fresh Meats. He sells at the cheapest rates All Kinds of Meat in Season. Give him a trial.

MR. THOMAS JOB,

WHO FOR A QUARTER OF A CENTURY has been well known in this territory as a student of the mathematics, Astronomy, Physics, etc., is now offering his services to give private instructions at No. 29 Kimball Block, opposite the Continental Hotel, Salt Lake City. Hours from 9 to 12 a.m. and from 2 to 5 p.m. d206

EVENING NEWS.

Tuesday, - - August 19, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 9.—The *Times'* Cabul correspondent says: Gen. Roberts' force, numbering 8,000 men, made its first march to-day to Benishar. He hopes to reach Candahar in 25 days. The authorities do not anticipate any opposition to Gen. Stewart's withdrawal to Candamuk, or to Gen. Roberts' advance as far as Ghugree. The Ameer has appointed new governors of Ghugree, Jellalabad and Bamair. The Governor of Ghugree accompanies Gen. Roberts to the latter place.

The *Times'* Calcutta correspondent says: To abandon Cabul may mean the expenditure in a few years of fresh blood and treasure, and to abandon Candahar may mean the loss of India.

A fearful outrage was perpetrated last night near New Ross, Ireland. Thomas Boyd, crown solicitor for the county of Tipperary, and his two sons were fired at by masked assassins armed with guns and bayonets. Boyd was severely wounded in the arm and one son was shot through the lungs, and there are no hopes for his recovery. The other son received a slight wound in the leg. Three men have been arrested on suspicion of committing the outrage.

A dispatch from Quetta reports that another fight has occurred between the troops retiring from the line of railway upon the Sibi and a large body of tribes. The troops retired with a loss of ten killed, and the greater portion of their baggage and animals and the treasure chest which contained a lac and a half of rupees. Native reports state that Ayoob Khan is a few miles away on the Argand River.

A dispatch dated Kruhan, Aug. 8, says: On July 20th a large Russian foraging party was driven back by the Tekkes, near Geoketepe. The entire Turcoman army is concentrated at Geoketepe: Reinforcements, numbering 12,000 men from Mero, have arrived and a battle seems imminent.

A Dublin dispatch says: The harvest prospects in Ireland are again causing anxiety. The rain during the last fortnight has been excessive. Potatoes are generally sound, but blight is visible in many fields. Green crops promise an abundant yield.

A Cabul correspondent announces that the British forces will finally evacuate Cabul on Wednesday. The Ameer will receive four lacs of rupees on Tuesday. He has succeeded in strengthening his position.

A St. Petersburg correspondent says: Telegraphic reports received at the Ministry of the Interior from the governors of 49 provinces show that the harvest throughout Russia is poor.

The maneuvers of the French fleet at Cherbourg began yesterday. President Grevy was welcomed by Admiral Rifourt, Marine Prefect. The fleet comprises six of the largest and most powerful ironclads, forming a squadron on evolution under the command of Vice-Admiral Comulta. A flying squadron is also assembled under the command of Rear-Admiral Galibert, and a submarine or torpedo squadron under the orders of Rear-Admiral Baron Grivel.

The Sultan has ordered Hassin Pasha, minister of war, to leave for Dulcigno on the 11th inst. with 2,000 troops. Hassin Pasha promises to transfer the Dulcigno district to Montenegro within the time stipulated in the identical note, and the town of Dulcigno a few days afterwards. The Sultan has directed the proposal to be drawn up and submitted to the powers, showing that the Greco-Turkish frontier, which Turkey will accept, is an amicable solution to this question.

Captain Swaine, a British military attache, and Colonel Von Raub, the Austrian military attache, have left for the districts awarded to Greece to examine the strategical objections raised by the Porte against the frontier proposed by the Berlin conference.

The Spanish opposition press comment strongly upon the royal decree in officially intimating that if a son is born to the queen he will take the name of Prince of Asturias, but if the child should be a girl the title will be Infanta of Spain.

Emperor Francis Joseph of Austria will go to Obertreun to meet Emperor William of Germany. They will thence proceed together to Ischl.

Correspondence.

WASHINGTON, D. C., Aug. 4, 1880.

Editors Deseret News:

All the democrats in this city received the news from Alabama, giving an account of the election, with a complacency that indicated advanced knowledge. They have been sure of the State, and feel, and express absolute certainty in regard to all the Southern States. I am not writing now of what the Congressional or National Committee representations say. They would perhaps claim, as is the custom among politicians, "all in sight." The resident democrats here, outside of the committees, are probably better informed as to the Southern politics than the people of any section. I hear no doubt expressed by any of them as to Virginia, while democrats North are fearing, and republicans hoping, that by some means the republican ticket in that State may receive a majority. If the party managers expect any such result, they are mistaken or the Washington democrats are mistaken.

Washington is afflicted with a band of sharpers who prey upon strangers and sight-seers, and who, from the small character of the district, have here exceptional facilities for carrying on their work without fear of punishment. A trip of two miles from the capital takes one to Maryland or Virginia where our police are powerless. The usual plan is for the sharper to offer his services to a stranger as a guide, and take him to some real or imaginary object of interest just across the district line, Gold always at a point where, because of the scant population, there is no prospect of interference. Once across the line, if the victim refuses to enter into any of the suggested games of "chance," or is unwilling to submit to extortion, violence is frequently resorted to. At or near the district border one or more persons join the "guide" and the stranger. The added rogues suggest the swindling game by which the traveler is to be victimized. If he plays, the heroes, then make the party so strong that resistance to robbery is useless. Several of these scamps have been punished, but their number does not decrease. Their operations on visitors to the capital are reported to the authorities daily, though doubtless most of the victims pocket their "losses" quietly rather than have any exposure in their cases.

Some dissatisfaction is expressed by business and visiting democrats, at the slowness of the committee, whose headquarters are here, in getting to work. It is complained that nothing is being done, while Secretary McPherson, of the republican committee, is busy, and has a large force busy of subordinates. Your correspondent visited the democratic committee rooms yesterday, and saw no business conducted except by a clerk who refused to give employment to many clamorous applicants.

KNOX.

A GOOD THING,

AND PROVING ITSELF MORE AND MORE SO AS THE MONTHS PASS BY.

The change in policy, with which the Baltimore and Ohio inaugurated the spring campaign, has resulted so successfully as to leave no room for doubt of its continuance indefinitely. Indeed if anything it will be still more progressive, and competing lines must look sharp or "the model fast line" will give them more dust than ever. The fast trains of the Baltimore and Ohio have become institutions in the land, and people wonder how they got along without them. Making lightning time as easily as other lines make ordinary time, connections sure, and attention while en route simply all the most exacting could ask, the trains of the popular old road go filled day after day, the increase of business being something remarkable. Meantime no expense or labor is being spared to further improve the road, heavy new steel being laid as rapidly as men can handle it. New coaches of most attractive appearance and supplied with the very latest and best improvements are being put upon the line and the old cars sent to the shops for complete renovation. The motive power of the Baltimore & Ohio has long been conceded to be the first in point of excellence in the country. Not long since one of its locomotives made a run of 64 miles with three stops in 69 minutes and this without anything more than the ordinary preparations. A lost connection or delay at terminal points is a rare thing on the Baltimore & Ohio, as almost any time can be made up with ease. An improvement which New York and Philadelphia passengers appreciate with no little zest is the transfering of entire trains by the monster transfer boat, at Locust Point, across the bay, thus doing away with the long underground ride through the tunnel or by horses through Baltimore. The complete change in the dining halls along the line is another most welcome innovation, the halls not only being bright and cheerful but the food offered is cooked deliciously and served to perfection.

FOR SALE OR EXCHANGE

FOR PROPERTY IN SALT LAKE CITY, One Brick House, with 8 or 10 Rooms and Cellar, with 10 acres of Good Land, and a producing orchard on said premises, situated in Utah Co., adjoining Springville, formerly known as the property of Jacob Houtz, just south of his mill. Also, two or three suits of rooms in Wasatch Building, furnished or unfurnished to suit occupant. Apply to N. GROESBECK & SONS, Or Box 442, Salt Lake City.

NOTICE.

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

In the matter of the Estate of LEVI MURDOCK, deceased.

PURSUANT TO AN ORDER OF SAID Court in said matter, Notice is hereby given, that Monday, the 23rd day of August, A.D. 1880, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed the time and place for the hearing of a petition of John W. Murdock, administrator of said estate, praying for an order of said Court authorizing said administrator to sell all the real estate belonging to said estate, at which time and place all persons interested may appear and oppose said petition.

Given under my hand, this 9th day of August, A.D. 1880.

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

d218 td

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,	at 7.45 a. m.
" Jordan,	at 7.55 "
" Revere,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.00 p. m.
" Revere	at 2.39 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS:

Leaves Bingham	at 4.30 p. m.
" Revere,	at 4.50 "
" Jordan,	at 5.25 "
Arrives at Junction,	at 5.35 "

S. T. BURNS, Ass't Supt. J. G. KENNEDY, Manager.

SALT LAKE CARRIAGE & WAGON SHOP! OLIVE ST., WEST of the MITCHELL WAGON DEPOT.

JOHN MALQUIST & BRO., Do all kinds of Blacksmithing, Wagon Making, and Repairing.

FARM & SPRING WAGONS MADE TO ORDER.

Carriage Painting and Trimming BY COMPETENT WORKMEN.

HORSE SHOEING. Horses having Corns or other diseases of the Feet, treated in a satisfactory manner. Our Work we warrant and our PRICES will be found reasonable, as our expenses are low.

NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, your heirs or assigns; you are hereby notified that we have expended for you in money and labor on the Young America Mining Claim, situated in Dry Canyon, Ophir Mining District, Tooele County, Utah Territory, as follows: For James A. Leffler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amounts of your respective assessments (for the number of feet claimed by you), for the years 1875, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising as the law requires, within ninety days after the publication of this notice, your interests in said mining claim will become ours by due operation of law.

WM. NAYLOR, GEORGE NAYLOR. Salt Lake City, Utah, May 7, 1880.

DESERET CARRIAGE & WAGON COMPANY, SECOND SOUTH STREET, One and a half Blocks East of State House, Build ALL Styles of FARM AND SPRING WAGONS Fully Warranted for One Year. Repairing in Woodwork, Blacksmithing, Painting and Trimming. SATISFACTION GUARANTEED. PRICES REASONABLE. WALKER Manager.

TROPIC FRUIT LAXATIVE

UNLIKE PILLS, IS PLEASANT TO TAKE.

And will prove at once the most potent and harmless Liver Regulator and Stomachic that has ever been brought to public notice. For Constipation, Headache, Biliousness, Malaria, Piles and all disorders arising from an obstructed state of the system, it is completely the best remedy ever discovered.

TROPIC FRUIT LAXATIVE is sold by druggists at 50 cents a box, or mailed on receipt of price (in currency or stamps) by the proprietor, Descriptive Pamphlet free. Address

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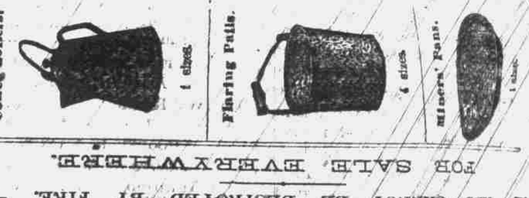

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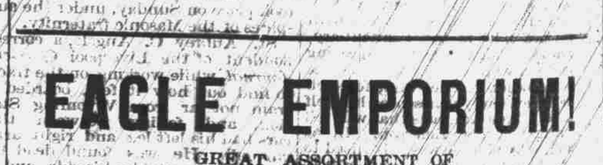
Fig. 1.

Fig. 2.



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