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, Cambridge, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, the capital of Iowa; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Helknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Winterset, Adamville, Cokaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola, 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. Your fare entitles you to 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 enormous passenger business of this line warranting it, we have put on the finest line 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 as 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 WARRINGTON 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. & M. 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 MEMPHIS, 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	8:30 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 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. Rivers 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.
S. H. CLARK, Gen'l Supt. d60

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave Salt Lake	7 00	3 40	
*Wood's Cross	7 26	4 09	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 Freight.	Fare.
Trains leave Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 53	7 31	1 35
Centreville	11 04	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 11.50 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 3.30 p.m., arriving in Salt Lake City at 4.5 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, 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.

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Frames of all kinds Made to Order Very Cheap.

WINDOW GLASS.

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Wood Turning of all Kinds.

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One Block East of Depot.

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GREAT SHORT LINE TO BOSTON

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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.

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 Pittsburgh 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 10.35 a m; Boston 5.40 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.

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By ELDER GEO. REYNOLDS.

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UTAH SOUTHERN RAILROAD

To take effect June 13th, 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	50
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.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 25	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 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	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	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 28	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.

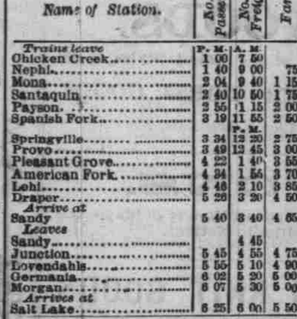
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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

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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, 513 16th 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, 63 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 attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manag'r, Chicago.
W. H. STENNETT, Gen'l Pass Ag't, Chicago.

EVENING NEWS.

Thursday, - - November 13, 1879.

Correspondence.

SAMARIA CITY, Oneida Co., Idaho Territory, Nov. 11th, 1879.

Editors Deseret News:

I take this opportunity of sending you a few items from this place, which may be of interest to those who are not acquainted with the history and progress of Samaria, and who would like to settle in a good country, which is well watered, and has a splendid prospect. It is comparatively a new place, but it is progressing very rapidly. The people of this place have been bountifully blessed with an abundance of the fruits of the earth, without being much molested by the grasshoppers. They have threshed over 12,000 bushels of small grain, and have also an abundance of vegetable and leguminous products, which is sufficient to supply the whole valley for two years, while in several of the neighboring settlements, the crops have been an entire failure.

A branch of the Ma'ad Co-operative Store has been established here, which is doing a good business, and we expect to have a Post Office before long. Our storekeeper, Mr. R. Morse, has built an exceedingly neat and well finished brick dwelling house, which is a credit to the town, and an evidence of the industry and good taste of the proprietor. A first class grist mill, which will cost about $10,000 is in course of erection, on the Warm Springs, one mile north of Samaria, by a company consisting of N. J. Ireland, E. J. Davis, W. Evans and W. B. Thews, Esqrs, of Malad City. This mill being built on the Warm Springs, will be able to run nearly all the time, which will be a great boon to Malad Valley, and a sure source of wealth to those enterprising gentlemen, the mill company. A broad gage railroad has been surveyed through the valley, en route for Oregon, which, if it will be built, will pass through or near this town.

Samaria, although a new town, is surrounded by all the natural facilities necessary to make it a prosperous and flourishing place, and if the railroad will go through, it is most likely to become the metropolis of the valley, if not the capital of Oneida County.

Yours respectfully, W. D. EVANS.

A Boy's Fight with a Panther.

A few days since, while Mr. W. H. Higgins, residing about two and a half miles from Renovo, on the dividing ridge betwen Paddy's and Drury's runs, was working in his field making hay, he saw an animal in a distant part of the field making off with a hen. He thought it a fox, and called the attention of his son George, a lad of fourteen, to it. George is fond of hunting, and getting his gun he started off for the fox, accompanied by his five-year-old brother and a hound. They had not been gone long when Mr. Higgins heard several continuous yells of the most terrible kind. The varmint had been treed by the dog, and its half human shrieks rent the air with terrible distinctness, like the shrill agonized voice of a woman in dire distress. The excited father and his field hands at once made for the point whence came these foreboding sounds, and ere they had reached the spot they met George dragging a huge panther, measuring five feet one inch in length and standing two feet high. The boys had followed the dog to a big tree, up which the panther had gone about sixty-five feet. When the eldest lad saw the animal crouched and glaring above, he felt that it was either to be a dead panther or a death struggle between it and himself and little brother. He was a good shot generally, but here was to be the severest test his young eyes and nerves had ever been put to, and one that might well have tried an older and stouter hunter. He drew the bead and fired, feeling as he did so, he says, as if he had been lifted clear off his feet. But there was the hungry brute yet, crouching on the limb, its eyes fairly fit to burst in their maligunt glare. Bang went the gun of our brave young hunter just as the panther sprang. It seemed, said the lad, as though the animal sprang out from the tree about 25 feet, then came straight down, lighting on the dog about 16 feet from the boys. The young hunter again thought he had missed. Clubbing his gun, he advanced upon the brute to strike it, but it rolled over dead before he could do so. Examination proved that his first shot had struck about four inches back of the heart, the last one in the heart. It was bravely and well done, and but for the steady nerve and true aim of the lad he and his little brother would doubtless have fallen victims to the animal's ravenous hunger.—*Lock Haven (Pa.) Democrat.*

Smitten with Circus Fever.

Last evening, after the performance was over at the circus, a young man called on Chiarini and said he wanted to see him on private business. The old veteran took him into his office, and received him with his usual politeness.

"I came up all the way from Carson to see the show, and I'd like to join," said the young man.

"Oh, I see," said the circus man; "you are a well formed, healthy young fellow, and I like to encourage such as you."

The youth's face brightened.

"You don't chew, smoke or drink, I hope?"

"Oh, no; honor bright—except soda and beer."

"You must leave off these bad habits. They weaken the muscles and paralyze the nerves. You can soon stop drinking, but your salary will not be large until you have overcome these tendencies. A little lemonade—circus lemonade—is all the performers drink. Call at 11 o'clock to-morrow morning, and I will see what I can do. You mustn't expect more than $40 a week, though, at first. We never pay high salaries until we know just what a man can do."

The delighted Carsonite went away, and this morning was on hand.

Chiarini took him to a tent where three immense Bengal tigers were caged. Handing him a currycomb and a pair of shears he remarked;

"Your duties will be comparitively light at first. You will go into the cage and curry the tigers down every morning, and about once a week cut their claws; keep 'em down pretty short, so that when they attack the tiger tamer, Mr. Wilson, they wont lacerate him much. Sometimes, but not more than once a month, you may have occasion to file their teeth. You just throw the animal on his back and hold his head between your knees. If he acts rough, belt him on the nose a few times. Keep belting him until he quiets down."

"Haven't you got a vacency in the art department?" asked the young man from Carson.

"Is art in your line?" inquired Chiarini.

"Yes," drawled the young man, "In the circuses I've always run with, I was employed to paint the stripes on the zebras. I killed so many tigers keepin' them straight that the boss wouldn't let me handle 'em. He said I used them too rough."

Chiarini swears that the terror from Carson shall have the first vacancy.

What a Single Bean Can Produce.

The history of a single bean accidentally planted in a garden at Southbridge, Mass., is traced by a newspaper correspondent, who figured out its produce for three years. The bean was planted in a rich, loamy soil, and when gathered in the autumn its yield, as counted, "was 1,515 perfectly developed beans from a single stalk. Now, if a single bean produces 1,515 beans, and each bean produces 1,515 more, the sum total of the second year's product would be 2,295,225, equal to 1,195 pounds, 597 quarts, or 2,290 army rations, equal to 18⅔ bushels. This would be the product of the second year. Now, if we plant this product and the yield is the same, we have a product of 5,268,085,800,625 beans, equal to 1,371,890 tons, or 42,871,572 bushels, or 548,756,068 soldiers' rations. This third planting would give the steamship *Great Eastern* 92 full freights." Few beans, however, start so well as this one did.

A Cruel Hoax.

Last evening, just before sundown, a gentleman who was sitting by his window on North B Street, casually remarked:

"There goes the woman that George Brown's dead gone on."

His wife, who was in a back room getting supper ready, dropped a plate on the floor, stumbled over the baby, and ran like a quarter-horse to the window with:

"Where? where? tell me quick!"

"The one with the long cloak—just at the corner."

Then the woman at the window said in tones of deep disgust:

"Why, that's Brown's wife."

"Yes, exactly," remarked the brutal husband quietly.

Then the disappointed woman went back and got the supper ready, but her usually sweet disposition was soured for the entire evening.—*Virginia (Nev.) Chronicle.*

Moon Blindness.

A genuine case of moon blindness is reported by the police of station 15. A man applied there for lodging a night or two ago, and being told that he must go to the Hawkins' street home, answered that he was moon blind and unable to find the way. In explanation, he said he was recently a member of the night gang at work on the new sewer in Dorchester. About a month ago the men took an hour's rest at midnight, and he fell into a doze while reclining on an embankment. The moon was shining bright and clear. When he awoke at one o'clock and attempted to return to his work, he found that he could not see. In the daytime and by the aid of artificial light he can now see as well as ever, but after dusk and in the open air his sense of sight is wholly lost.—*Boston Advertiser.*

Hypocrisy and Tact.

Many people are so ignorant of all the proprieties of life that they have no other idea of tact than as a species of hypocrisy, and never fail, on opportunity, to characterize it as such. But to the mind capable of the least discrimination the two are as wide apart as are the poles. For hypocrisy is the dumb-show of lying, but tact is rather a method employed to avoid lying. Hypocrisy says, "There is no pit here," and skips gaily across; but tact, saying nothing at all about the pit, cries, "Ah, how pleasant it is in the other direction! Let us go that way." Hypocrisy never hesitates at a lie; tact never allows occasion for one.

NOTICE.

THE Tax payers of the Seventh School District, Salt Lake City, U. T., are hereby notified that a meeting will be held in the School-house of said district on Wednesday, November 19th A. D., 1879, at 7.30 o'clock p.m. for the purpose of voting on the amount of tax required for fuel, repairs and other lawful school purposes.

DAVID McKENZIE,
WM. McLACHLAN,
GEORGE C. LAMBERT,
Trustees.

Salt Lake City, Nov. 5, 1879. d3t

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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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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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Stake Reports, 5 cents per copy.
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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 water-mark, which is seen by holding the paper before the light.

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

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

$7.50 A DOZEN!

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 sizes, we have decided to make an important departure from the course usually adopted by similar establishments, and to place our wares 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 unprecedented offer:

12 Superior Muslin, Fine Linen Finished French Yoke Shirts, as above, $7.50
6 " " " " " " 3.75
3 " " " " " " 2.00
1 " " " " " " 75

An elegant set rolled gold plated Sleeve and Collar Buttons presented to each purchaser of 6 Shirts.

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 selling at three times as much. Send size of dollar watch, circumference of chest and length of arm from middle of back to end of cuff, and state if you wish open back or front, as we recommend open 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 25 cts. per pair, $2.50 per doz. Linen Collars, standing or turn down, 25 cts. each, $2.40 per doz. Celluloid Cuffs, 45 cts. per pair, $4.50 per doz. Celluloid Collars, standing, 30 cts. each; turn down, 30 cts. each. Fancy Striped regular made Half Hose 25 cts. per pair, $2.50 per doz. Fine Unbleached regular made extra heavy Half Hose 30 cts. per pair, $3.00 per doz. Linen Handkerchiefs, full size and fine linen, 75 cts. each, $8.25 per doz. Wright's Patent Rolled Welt Suspenders, best web, Patent Improved Ventilated Armlet, 75 cts. per pair. Rolled gold plate Scarf Pins 50 cts. each. Rolled gold plate Sleeve and Vest Buttons, 50 cts. each. Rolled gold plate, 14 karat Boston diamond Shirt Studs, per set (3) $1.00. Rolled gold plate Studs and Sleeve Buttons, per set, $1.00 per pair. The above gold plated goods are manufactured expressly for us, we guarantee they cannot be bought for less than three times the money elsewhere and can not be detected from solid gold.

Remember in ordering from us you save all outside profits.

Boys' Shirts a specialty same price as above. Postage Stamps taken the same as cash in all payments. NEW YORK FURNISHING CO., 72 Broadway, New York.

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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

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

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(OFFICIAL

Arrivals and Departures of Mails

ARRIVALS.

East—Through mail, daily	8 40 p m
Alta, daily	5 50 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays	5 00 p m
Park City, daily except Sunday	5 00 p m
Summit and Wasatch counties, Tuesdays and Thursdays	8 40 p m
Rich county, Tuesday, Thursday and Saturday	8 40 p m
Morgan county, daily	8 40 p m
North—Davis county, daily	11 40 a m
Weber county, daily	8 40 p m
Ogden, semi-daily	11 40 a m & 8 40 p m
Parley's Park, Big Cottonwood and Wanship, Mon-Fridays	7 00 a m
ties, daily	8 40 p m
Corinne and Kelton, daily	11 40 a m
Idaho and Montana, daily	8 40 p m
Boise City and Idaho City, daily	11 40 a m
West—Nevada, California, Oregon, etc	11 40 a m
Ophir, Tooele, Stockton, Jacob City, &c	2 20 p
Bingham Canyon, daily	6 30 p
South—From Beaver an dintermediate points, daily	5 50
Pioche, Star and San Francisco districts, daily	5 50 p m
St. George and points south of Beaver, alternate days	5 50 p m
Sanpete and Sevier counties, daily, except Saturday	5 50 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays	5 50 p m

DEPARTURES.

East—Through mail, daily	6 30 a m
Alta, daily	6 30 a m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays	7 00 a m
Park City, daily, except Sunday	7 00 a m
Summit and Wasatch counties Mondays and Fridays	6 30 a m
Rich county, Mondays Wednesdays and Fridays	6 30 a m
Morgan county, daily	6 30 a m
North—Davis county, daily	6 30 a m
Weber county, daily	6 30 a m
Ogden, semi-daily	3 30 p m & 6 30 a m
Cach and Box Elder counties, daily	6 30 a m
Corinne and Kelton, daily	3 30 p m
Idaho and Montana, daily	6 30 a m
Boise City and Idaho City, daily	3 30 p
West—Nevada, California, Oregon, &c., daily	3 30 p
Ophir, Tooele, Stockton, Jacob City, &c., daily	6 30 a m
Bingham Canyon, daily	6 30 a m
South—For Beaver and intermediate points, daily	6 30 a m
For Pioche, Star and San Francisco districts, daily	6 30 a
For St. George and points south of Beaver on alternate days	6 30 a m
For Sanpete and Sevier counties, daily, except Saturdays	6 30 a
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays	6 30 am

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General Delivery open from 8 a.m. m. Sunday, 12:30 to 1:30 p.m.
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Outside door open from 6 a.m. to 10 p m

A REVIEW OF THE DECISION OF THE SUPREME COURT OF THE UNITED STATES.

IN THE CASE OF

GEORGE REYNOLDS *vs.* THE UNITED STATES.

BY GEORGE Q. CANNON.

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