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 capital of Iowa; with branches from Bureau Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double earth 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.

When will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for Twenty-five cents; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, (and the enormous passenger business of this line warranting it,) we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Leavenworth and Atchison, connections being made in Union depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J., P., L. & D.; I. B. & W.; Illinois Midland; 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 R. & Mo. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., R. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria, and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe. Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH without change.

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.

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 bravely respected 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 and 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 sell 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 Company Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 518 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 attainable from your home ticket agents, apply to

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

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.
Henry's Carbolic Salve allays the pain of burns.
Henry's Carbolic Salve cures all eruptions.
Henry's Carbolic Salve heals pimples and blotches.
Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS. 21

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

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

JOHN F. HENRY & CURRAN & CO., Sole Proprietors, 94 College Place, New York.

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 08	60
Centreville	7 33	4 16	75
Farmington	7 40	4 23	1 00
Kaysville	8 12	4 52	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
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 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 at 6.50 p. m.

For all information concerning Freight or 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 2.20 a. m; Harrisburg 3.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 8.15 a. m; Baltimore 6.20 p. m, Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 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 7.00 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 10.35 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.

SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Durability, Elasticity, and Smoothness of Point.

REAL SWAN QUILL action.

In Twenty Numbers. Samples, including the popular numbers, *Fine Points* 1-2-3-8-15 and *Broad Points* 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

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 50	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 29	8 22	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 57	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 28	3 40	4 25
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	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 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 23	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE 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.

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	9	25
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	2 15	9	25
Lemmington	3 35	25	1 [illegible]
Riverside	5 05	43	2 [illegible]
ARRIVE AT			
Deseret	5 50	53	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.

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	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 Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all other 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 in sleeping cars can be secured.

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

EVENING NEWS.

Monday, . . March 8, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

The Telegraph War.

OMAHA, 6.—The District Court of the county heard to-day a motion of the Atlantic and Pacific and Western Union Telegraph Companies to dissolve or modify its injunction issued several days ago, at the suit of the Union Pacific Railway Company restraining the telegraph companies from interfering with the lines leased by the railroad to the Atlantic and Pacific. The Union Pacific Company claimed that its suit and injunction were prior to that of the Telegraph Company in the United States Circuit Court, in which Judge McCrary allowed an injunction against the railway. The State Court modified its injunctions so as to permit the A. & P. to reconnect its wires where they had been cut by the railway, and requires the companies on both sides to observe the terms and provisions of the contract. This leaves Judge McCrary's order in full force and relieves the controversy of all questions about priority of suit and injunction, and restores the full use of wires along the whole length of the railroad to the Atlantic and Pacific Telegraph Company.

Chicago 6.—This afternoon in the United States Circuit Court, Judge Drummond's order in the case of the Western Union Company against the Wabash Railway Company and American Union Telegraph Company decreeing that the contract between the old Toledo, Wabash and Western Railroad Company and Western Union Company is binding on the new Wabash Railway in all respects except as to the right of another telegraph company having acquired the right to build on the railway. The court thereupon restrained the Wabash Railroad, its officers and agents from interfering in any way with the lines of the Western Union Telegraph Company upon the line of the railroad and offices thereon.

Sherman to Withdraw to Defeat Grant.

The *Journal's* Washington special says: There has been considerable talk here, during the past 24 hours, that the friends of Secretary Sherman are considering the advisability of withdrawing from the Presidential contest in favor of Washburne or Blaine. The most earnest supporters of Sherman's candidacy now concede that he has no show of obtaining the nomination, but they believe it is within his power to defeat the nomination of Grant by withdrawing now, and then throwing all his strength in favor of Washburne or Blaine. It is not ascertained definitely that Secretary Sherman has fully considered this step, but its a fact that some of his prominent friends are firm in the opinion that it must be taken, and very soon, or the Grant movement cannot be checked. It is expected there will be some important political movement within a few days in the direction above indicated. Sherman's friends have lost all their enthusiasm and confidence as to the success of their candidate before the Chicago convention, and the only question which seems to trouble them is whether the Sherman delegates will stand together in favor of some one candidate as against Grant; or if Sherman withdraws, whether a part of the number will not join the Grant column and thus contribute to his success. A gentleman who lately had a conversation with Secretary Sherman, says the latter talked quite strongly against Grant, and said if the latter had kept out of the Presidental contest that he (Sherman) would have secure the nomination as against Blaine. Sherman attributes his failure, if such it turns out to be, entirely to the Grant movement.

Wool Market.

BOSTON, 6.—Wool is quiet, and the anxiety to secure desirable lots appear to be as urgent as ever. Transactions in fleece are not large, comprising for the week 298,000 lbs. of all kinds. The demand is mostly for fleeces. The stock of fleeces in this market will not exceed 3,500,000 lbs., and this embraces about all the fleece wool that manufacturers have to fall back upon before the next clip is available. There is no stock of domestic combing and delaine of any consequence, and the trade is running on English combing. Sales of this description this week amounting to 49,000 lbs. Territory wools are very scarce and wanted. Territory wool commands 38 @ 45.

Coal Mine Explosion.

WILKESBARRE, Pa., 6.—An explosion in No. 2 shaft at Nanticoke yesterday, killed James Henry, Edmund Morgan, Joseph Andermoit and David Watkins. John F. Watkins was seriously injured.

The disaster was caused by a miner leaving the door open, thus breaking the air current. The gas accumulated and ignited from a naked light carried by the mine boss. The bottom of the mine was blown to pieces and the cars smashed. Three men were killed by the concussion and two by burns. Three miners who attempted to rescue the men were overcome by the black damp and were saved with great difficulty.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 6.—A letter from St. Petersburg, dated the 3d inst., illustrates the condition of affairs there by extracts from the diary of a correspondent during the past few days. He says: Mutuary, an attache of the French Embassy, was dragged before the Chief of police for looking too attentively at a fortress. The correspondent called on a friend early in the evening but was refused admission by the porter. Next day he had a similar experience at another friend's residence. The only reason given by the Porter for his non-admission was that he did not live there, and he couldn't go in. The correspondent says: Within the limits of my own street which last night was illuminated at every window by command of the police, I witnessed three quarrels with the police who refused to give admission to persons wishing to visit friends or relatives in an adjoining street. I saw one arrest for the same reason. On Sunday there was a very violent storm of wind and drifting snow and few people were out. The Emperor in passing from the Winter Palace to the usual parade at the riding school, was escorted by Cossacks and followed by one of the district police masters in a sleigh. Those who saw his Majesty's cortege of course removed their caps. One unfortunate individual whose sight was impeded by a large bashlik over his head, did not doff his head dress, was dragged off to the police station. The latest instructions to the porters is, they must not sit at their posts. The streets at night present pictures of groups of big drowsy house porters, muffled up in their sheepskins, leaning against each gateway, carefully nursing large keys which have turned the locks on the whole town within doors. As each person passes by they turn themselves, each watching him until he disappears from sight and passes into the jurisdiction of another watchman.

A strong opposition is developing outside of Parliament against the scheme for the purchase of the London Water Company's works, on the ground of the excessive amount proposed to be paid.

Three hundred amnestied Communists arrived at Brest to-day. There was no demonstrations. Dinners were furnished by the Paris and Brest relief committee.

The French government has finally resolved not to surrender Hartmann, the Russian charged with being connected with the Moscow explosion, and the decision has been communicated to the Russian ambassador. He will probably be conducted to a channel port and embark for England.

Hartmann's counsel has received a brief against him and will shortly publish a memorial in answer thereto. The Russian government has engaged the services of Hyroux, late chief of the personal police staff of Napolion III.

The Czar has sent an autograph reply to Emperor William's congratulatory letter.

Vera Sassulitch is at Geneva, engaged on Kiapatkine's revolutionary journal.

Danbury, the French engineer, claims that he has devised means for the transportation of large vessels over an isthmus, however steep, and an experiment will shortly be made at Argenteal by lifting a ship of 2,000 tons from the river Seine and taking on rails to another point on the river.

The population of Finland is manifesting a desire for independence. The movement is believed to be a serious one and founded on a wide-spread national feeling.

A committee for the distribution of aid among the refugees of Eastern Roumelia reports unless fresh funds are provided, it must cease operations in a few days, in which case many persons will perish of hunger.

In Armenia there is a famine and thousands are endeavoring to escape to the neighboring Persian provinces. The roads are covered deep with snow and many perish on the journey.

Unconfirmed reports from St. Petersburg says: That important discoveries have been made there, and a large number of people, among them some officials chiefly of the home department, have been arrested in consequence.

It is said the seven men taken into custody by police, at the execution of Vladetsky, were arrested for saying that though the present attempt had failed, another would succeed.

Wei De Meyer's CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. R. DEWEY & Co., 48 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

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

STANDARD GOODS — OF — R. MATTHEWS & Co.,

CHEMICAL MANUF'RS.

P.O.Box 1064. Salt Lake City.

ESS. JAMAICA GINGER, TOILET SOAPS, BATH SAND TABLETS, SCOURING SOAP, (Sapolio), SUPERIOR WRITING FLUID, BOOT BLACKING, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys Etc., use

BARFOOT'S Balsam of Indian Root,

Prepared only by us.

For Sale at Z. C. M. I. and Utah Commission Store.

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

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

IMMEDIATE RELIEF WARRANTED. Permanent Cure Guaranteed. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the Poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1 a box; 6 boxes for $5. Sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address,

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

For Sale by MOORE, ALLEN & CO., daw And druggists generally.

A REVIEW

— OF THE —

DECISION

— OF THE —

SUPREME COURT

— OF THE —

UNITED STATES,

IN THE CASE OF

GEO. REYNOLDS vs. THE UNITED STATES.

BY GEORGE Q CANNON.

PRINTED AND FOR SALE AT THE

DESERET NEWS OFFICE

PRICE, - 25 CENTS.

INVALIDS AND OTHERS SEEKING HEALTH, STRENGTH, AND ENERGY,

WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

IT TREATS UPON HEALTH, HYGIENE, and Physical Culture, and is a complete encyclopædia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receives attention in its pages and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

The subject of Electric Belts versus Medicine, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks and medical impostors who profess to "practice medicine," and points out the only safe, simple, and effective road to Health, Vigor, and Manly Energy.

Send your address on postal card for a copy, and information worth thousands will be sent you.

Address, the publishers,

PULVERMACHER GALVANIC CO., 513 Montgomery St., San Francisco, California.

THE GREAT REMEDY FOR CURING. ALLEN'S LUNG BALSAM.

Coughs, Colds, Consumption, Asthma, Bronchitis, and all other Throat and Lung Affections Endorsed by the Press and Physicians. Taken by thousands and successful always. It has no Equal.

SOLD EVERYWHERE.

TOLL-GATE NO. 2. Beautiful Colored Picture. Very ingenious. 15 objects to find. Send stamp for package. DR. F. C. AUSTY, Buffalo, New York. dw 1y

PATENTS

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 REJECTED by the Patent Office may still, in most cases, be patented by us. Being opposite the U. S. Patent Department, and engaged in Patent business exclusively, we can make closer searches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington.

INVENTORS send us a model or sketch of your device; we make examinations and advise as to patentability FREE OF CHARGE. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED.

We refer in Washington, to Hon. Postmaster General D. M. Key, Rev. F. D. Power, the German-American National Bank, to 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,

C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

DAVID JAMES, LICENSED PLUMBER, TINNER, STEAM AND GAS FITTER.

Respectfully announces that, buying his material by the car load, he is prepared to

LAY WATER PIPES

On Short Notice, at

LOWEST POSSIBLE PRICES.

A LARGE STOCK OF

Pumps, Plumbing Goods, Iron Pipe, Hose, and Sheet Lead kept in Stock.

OFFICE AND WORKSHOPS, WEST TEMPLE ST., OPPOSITE CITY MEAT MARKET.

NOTICE.

SALT LAKE CITY, Feb. 21st, 1880.

To A. F. Weeden, E. C. Williamson and Titus Billings, your heirs and Assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you in money the following sums, to wit:

A. F. Weeden, for years ending October 23, 1878-9, fourteen dollars and 7 2-3-100.

E. C. Williamson thirty-three dollars and 33 1-3-100, Titus Billings twenty-six and 66 2-3-100 on the Yellow Jacket No. 2 mine or lode situated in Day's Fork, Big Cottonwood mining district, Salt Lake County, Utah Territory, that being the amount of your respective assessments for the year ending October 23, A. D. 1879, and unless you pay the same within ninety days from date together with the cost of advertising, your interest in said mine or lode will be forfeited to me by operation of law.

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FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES

The Promotor and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

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