A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST!

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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 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. You get an entire meal, as good as is served in any first-class hotel, for seventy-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. D. & E.; 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 & Northwestern 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., B. & Q. R. Rds.
At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.
At BEVERLY, with Kan. City, St. J. & C. B. R. R.
At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Br. Union Pacific R. Rds.
At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.
E. ST. JOHN, Gen'l Tkt. and Pass'gr 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. 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 Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha
S. S. H. CLARK, Gen'l Supt. d50

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 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 Passenger.	Fare.
Trains leave Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	11 04	7 44	1 60
*Wood's Cross	11 13	7 53	1 75
Arrive at Salt Lake	11 40	8 30	2 00

*Passing places.

MIXED TRAINS WILL RUN DAILY, (Sundays Excepted,)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.40 a.m., Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.30 p.m., leaving Ogden at 8.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 2.30 p.m., arriving in Salt Lake City at 46 p.m.

For all information concerning Freight or Passage, apply to

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

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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.

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GREAT SHORT LINE TO BOSTON

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Reaches all Points in Pennsylvania and New Jersey.

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MAGNIFICENT CARS

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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 2.30 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 8.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

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

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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 27	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 40	8 45	85
Leaves Sandy	7 45	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
Provo	9 37	P. M. 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 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
Springville	3 34	P. M. 12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 4[illegible]	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 00	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives at Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.

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

CHICAGO & NORTH-WESTERN RAILWAY,

The Great Trunk Line from the West to Chicago and the East.

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

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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.

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All Agents sell them and Check your Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 253 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Offices 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 Manag'r, Chicago.
W. H. STENNETT, Gen'l Pass Ag't, Chicago.

EVENING NEWS.

Tuesday, - - September 9, 1879.

BY TELEGRAPH.

FOREIGN.

GREAT BRITAIN.

THE AFGHAN REVOLT.

Further Particulars—Press Comments.

LONDON, 8.—The Viceroy of India telegraphs as follows: "Advices from Ali Kheyl, dated Saturday last, say that Badschah Khan saw the corpses of Major Cavagnari and the members of his staff and escort. The party made a very stubborn defence. The number of rioters killed in the fight is estimated at over 100.

A dispatch from Calcutta says: From the imperfect information obtainable there seems to be good reason to favor the view that the disaffection has not spread all over Afghanistan, but that the affair is a local *emeute*, which will speedily disappear when the British troops arrive at Cabul. The government, it appears, does not doubt the fidelity of the Ameer.

Bodshah Khan's adhesion to the British cause is valuable, as removing what might have been a serious obstacle to the advance from Kuram to Cabul.

The fact that the insurgents did not wait till the winter snows had blocked the passes, or even until the British had evacuated Candahar, indicates that the rising was wholly unpremeditated.

The Koorum column, which will be the first to move on Cabul, is in excellent condition, not having suffered from cholera. It consists of the second battalion of the Eighth Regiment, six of the Seventh Regiment, 72nd and 92nd Highlanders, two mountain and two field batteries, one battery of horse artillery, three of cavalry, and one regiment of pioneers.

The movement by the Kyber Pass is intended to support the main advance by way of Peiwar Pass.

The *Times* on the revolt in Afghanistan says: Our duty is to act with courage and firmness. What has happened by no means creates a new situation. It does not supply a single new argument for annexing Afghanistan, and our policy, however modified in detail, will be to keep steadily to the lines which have already been traced with the approval of public opinion.

The Kyber column is not expected to advance at present, as all available means for transportation will be sent to the Kurnom force.

The insurgents have sent messengers to all the tribes, calling on the whole country to rise in arms. It is believed that a Herate's regiment has left Cabul for Herat, to induce that city to join Cabul in the revolt.

European Notes.

Arnado de Noe, better known as Chain, caricaturist, is dead. He was born in Paris, Jan. 26, 1819.

Five leaders of the Bosnian insurrection are now at Novi Bazar. It is feared in Vienna that they will organize in opposition to the Austrians.

The steamer *Brest*, of Glasgow, conveying 130 passengers, Italian, Swiss, German and French, from Havre to Liverpool, *en route* for New York, went ashore, to-day, off the Lizard. Five Italians, a German and a Frenchman are missing.

The passengers from Havre, by the steamer *Brest*, ashore off the Lizard yesterday, had engaged passage to New York by the White Star line steamer. The scene of confusion when the steamer struck is indescribable. Only one passenger, a child, is now missing, the others having been found.

The Pope has written an autograph letter to the Emperor of Germany summing up the result of the late negotiations, and suggesting the Emperor's direct intervention in the way of clemency, as the only way to re-establish harmony. It is reported that Bismarck knew and approved of this step beforehand.

A dispatch from Baka states that Col. Malama has taken command of the expedition to Merv, pending the appointment of a successor to Gen. Lazareff. Sickness is still prevalent in the command.

Notice of 10 per cent. reduction of wages has been posted at the Park End colliery, Forest of Dean. The notice affects a great number of men.

It is again rumored in Berlin that Count Schouvaloff will immediately succeed Prince Gortschakoff.

The British Consul-General in Eastern Roumania has reported to Aleko Pasha, governor of that province, that in consequence of the oppression of Musselmens, they declare that they would prefer Russian to Roumanian government.

Dirk Mul, a banker of Wincholen, Holland, and a public man enjoying unlimited confidence, has suspended, stating that he lost 500,000 gulden by the collapse of two potato and flour mills. Great excitement prevails. There is some rioting, and the police are obliged to protect the premises of the defaulter.

Dresden, China, and Attatun are equal favorites for the great Yorkshire handicap, to-morrow. Parole, carrying 80 stone, 13 pounds, is next in favor.

A Constantinople dispatch says: Turkish troops have been sent to repress the insurrection which has broken out in Kardistav.

Lorillards Geraldine is favorably mentioned for the champagn stakes at Doncaster, to-morrow.

Berlin newspapers mention rumors of a coming meeting of Bismarck and Gortschakoff.

The Greek members of the Turco-Greek frontier commission have drawn up a note to the ambassadors insisting that the fulfillment of the 13th protocol of the Berlin treaty is obligatory upon the Porte. The Turkish commissioners intend to maintain that the protocol merely recommends that the Porte agrees to the deliniation therein suggested. It is reported that if the negotiations fail, a European conference will assemble for the purpose of settling the Greek and other questions.

Eighty-four young persons, sentenced to hard labor and deportation to Siberia, for political offences, have left Moscow under an armed escort.

The Vienna *Press* announces that the mission of Bosrescu, Roumanian envoy, has been partially successful. France and Germany are now more disposed to assent to a compromise, based on the principle of the gradual emancipation of the Jews.

The *Observer* says: It is reported that the Grand Trunk Railroad has given out contracts for the construction of a short line of 28 miles of railroad to complete the connection between its present terminus and Chicago.

A duel took place on the Prussian frontier, on Monday, between Marquis Olivarez and De Bourie. The latter, who had given offence by speaking contemptuously of Gen. Martinez Campos, Spanish premier, was seriously wounded.

A dispatch from Geneva announces that the harvest in western Switzerland and in the departments of Savoy and Ain in France, have been successfully garnered. They are abundant and excellent. It is calculated that Switzerland will require 500,000 double centners of foreign corn less than last year.

Rev. Talmage preached the anniversary sermon in Surrey Chapel this morning, to a large congregation. In the afternoon, he preached for the last time in the British metropolis, in Agricultural Hall. An immense audience was present, roughly estimated at nearly 20,000 people.

Blare, formerly architect to Buckingham Palace and Westminster Abbey is dead.

John O'Conner Power, home rule member of Parliament for Mayo, speaking at Castle Bar, Ireland, relative to the land question, said he put it to the government whether it was better to recognize the pressure of agitation than have to recognize the pressure of rebellion.

The *North German Gazette*, Berlin, says: Gen. Manteufel was the bearer of an answer from the Emperor to the letter from the Czar.

There are rumors that the recent violent language of the Russian press against Germany was due to Count Miliontine, minister of war, and not to Prince Gortschakoff.

Canovas Del Castillo, of Spain, has been charged with the mission of officially asking the hand of the Archduchess Marie Christine, of Austria, in marriage with King Alfonzo.

The report that 20,000 troops would be sent to Cuba, is contradicted. Government will only replace the troops whose term of service in Cuba has expired.

The Institute of International Law, now in session at Brussels, has voted in favor of the resolution recommending that the various states agree that the destruction of submarine telegraph cables is an offense against the law of nations.

The appointment of Jamison as Servian consular agent at New York, has been provisionally accepted by the United States government. The United States, however, intimates that the establishment of a Servian consulate at New York is premature.

The Turkish authorities at Novi Bazar have received renewed orders from the Sultan to aid the advance of the Austrians.

The Sultan of Udeljo has disbanded the entire reserve force of Redifs, numbering 36,000 men.

Sunday's meeting of the Greek frontier commission was stormy. It is feared that a rupture is imminent.

Several companies of Austrians have crossed the frontier at Novi Bazar, near Cajnica.

Sufferings at Sea.

Captain Goldsmith and wife, the crew of the miniature boat *Uncle Sam*, from Boston for Europe, have arrived at Liverpool in a vessel which picked them up. It seems that Mrs. Goldsmith, at the commencement of the voyage, suffered from sea sickness. Her illness, after a few days, assumed a serious form and threatened inflammation of the bowels. The constant wakefulness of Captain Goldsmith was thus made necessary. On the 16th of August, when off Newfoundland, a tremendous gale was encountered, and sail was shortened. It was feared the boat would swamp or capsize, and Captain Goldsmith stood, knife in hand, ready to cut away the halyard. In consequence of the boat shipping heavy seas, Captain Goldsmith finally lay to, with two drags over the bows and tried to take rest. A tremendous sea almost filled the place where he was resting, and his wife was sitting in water up to her shoulders. After bailing out the water it was found that the drags and two oars had been carried away, and all the provisions, except the canned meats, were destroyed. Mrs. Goldsmith was growing rapidly worse, and her husband, on the night of the 16th of August, began to consider the desirability of returning to Newfoundland. The gale continued on the 17th and 18th, all fastenings but one of the mainsheets having given way. At three o'clock on the afternoon of the 19th after 72 hours of wakefulness, Captain Goldsmith lay down to sleep, but was awakened by a shock of heavy sea. He saw a large bark and chased it for an hour, finally coming up with her, and Mrs. Goldsmith was hauled aboard with a rope. Everything in the *Uncle Sam* was lost. The boat was scuttled.

Indian News.

Calcutta dispatches report that the disturbances at Badakashan were not serious. Affairs at Herat are unsettled. Kuram Valley is infested by robbers. Trade by Shutargarden Pass has been stopped. The force ordered to leave Candahar on the 8th of September, has been instructed to remain, and the city has been reoccupied.

Dispatches from Prime says that massacres in Mandalay continue.

Diplomatic intercourse between the Burmese court and the British have virtualy ceased. The Cabul outbreak will probably encourage King Shebau to create an open rupture with England.

The Rumpa rebellion will be stamped out in a few weeks.

Catarrhal POISON

Wei De Meyers' Treatise on Catarrh,

explains the following important facts:

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

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

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

4. That Catarrhal virus follows the mucous membrane and causes Weak Eyes, Deafness, Dyspepsia, Chronic Diarrhoea, Bronchitis, Leucorrhoea and Consumption.

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

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

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

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

For sale by Redington & Co., San Francisco, And Hoge, Davis & Co., Portland Oregon.

SCHOOL NOTICE.

NOTICE IS HEREBY GIVEN that there will be a meeting in the 3rd district School-house of the qualified voters of the district, on Wednesday, Sept. 17, 1879, at 7.30 p. m., for the election of three trustees to fill the expired term of the present board.

GEO. STRINGFELLOW,
JACOB WEILER,
THOS. MAYCOCK.

Salt Lake City Sept. 9th, 1879. d247 t

TARRANT'S SELTZER APERIENT

Thousands of Mothers have placed on record their belief that for all complaints of the stomach and bowels to which children are subject,

Tarrant's Effervescent Seltzer Aperient

is the most unexceptionable of correctives and alteratives. The reasons for this belief are obvious. It forms a delicious and most refreshing draught, relieves the bowels of all acrid matter without pain, allays fever, induces sleep, strengthens the digestion, neutralizes acid in the stomach, cures flatulence, acts as a gentle stimulant, tones the tender nerves, and never gripes the patient.

SOLD BY ALL DRUGGISTS.

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.

Printed and for Sale at the DESERET NEWS OFFICE

PRICE. - 25 Cents

STAKE AND WARD REPORTS.

We are now prepared to furnish Presidents of Stakes with the necessary blank forms for their reports.

Stake Reports, 5 cents per copy.
Ward " 35 cents per doz.
Mailed on receipt of price.
Address—Deseret News Office, Salt Lake City.

OFFICIAL Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily..........3 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..........3 40 p m
Rich county, Tuesday, Thursday and Saturday..........3 40 p m
Morgan county, daily..........3 40 p m
North—Davis county, daily..........11 40 a m
Weber county, daily..........3 40 p m
Ogden, semi-daily 11 40 a m & 3 40 p m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays..........7 00 a m
[illegible] ties, daily..........3 40 p m
Corinne and Kelton, daily..........11 40 a m
Idaho and Montana, daily..........3 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..........3 20 p m
Bingham Canyon, daily..........3 30 p m
South—From Beaver an intermediate points, daily..........5 50 p m
Pioche, Star and San Francisco districts, daily..........5 50 p m
St. George and points south of Beaver, alternate days 5 50 p
Sanpete and Sevier counties, daily, except Monday..........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 m
West—Nevada, California, Oregon, &c., daily..........3 30 p m
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 m
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 m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays 6 30 am

OFFICE HOURS.

General Delivery open from 8 a.m. to [illegible] p.m. Sunday, 12:30 to 1:30 p.m.
Money Order and Register department from 9 a.m. to 5 p.m.
Outside door open from 8 a.m. to 10 p.m.

J. T. LYNCH, Postmaster.

NAMES OF PRESIDENTS AND BISHOPS OF THE Organized Stakes of Zion.

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BISHOPS.

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Chas R Robison, Montpelier
H H Dalrymple, Preston
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Edwin N Austin, Liberty
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Robert Price, 2d "
Wm Hulme, Bloomington
John A Hunt, St Charles
Robert Pope, Fish Haven
B F Lau, *acting*, Soda Springs
John Kuntz, *acting*, Berne

Rich County, Utah.

Joseph Kimball, Meadowville
Ira Nebeker, Lake Town
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BISHOPS.

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John Welch, 4th "
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Geo W Ward, Willard City
Peter C Jensen, Mantua
Thomas Harper, North
Abraham Hunsaker, Honeyville
John C Dewey, Deweyville
Oliver C Hoskins, Portage
Wm Neely, Bear River City
Arnold Goodliffe, Curlew
Samuel H Kimball, Grouse Creek

Oneida County, Idaho.

Geo Dunford, Malad City

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M. W. MERRILL, CHAS. O. CARD, } Counselors

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Henry Ballard, 2nd ward, Logan City
Robert Davidson, 3d ward, Logan City
Thomas X Smith, 4th ward, Logan City
William Hyde, 5th ward, Logan City
Robert Daynes, Hyde Park
Samuel Roskelley, Smithfield
Wm. L. Skidmore, Richmond
William H Lewis, Lewiston
John Jardine, Clarkston
Wm F Rigby, Newton
Alma Harris, Benson
Henry Hughes, Mendon
William H Maughan, Wellsville
Orson Smith, Paradise
O N Liljenquist, Hyrum
George O Pitkin, Millville
Milton M Hammond, Providence.
Harvey Dixon, Clifton

Oneida County, Idaho.

William F Fisher, Oxford
Alexander A Allen, Weston
Lafayette L Hatch, Franklin
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DAVIS STAKE.

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Wm S Muir, Jun, West Bountiful
Chester Call, East Bountiful
Nathan Cheney, Centreville
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JUAB STAKE.

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BISHOPS.

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Charles Sperry, 2d ward, Neph.
Neils Aagaard, Levan
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Henry B M Jolley, Mt Carmel
Thomas Chamberlain, Orderville
Royal J Cutler, Glendale
Sextus E Johnson, Johnson
[illegible]
Richard Robinson, P E, Upper Kanab
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Alexander Melville, 2nd ward, "
David R Stevens, Holden
Daniel Thompson, Scipio
Platt D Lyman, Oak Creek
Hiram B Bennett, Meadow Creek
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BISHOPS.

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Wyman M Parker, North Morgan
Charles Turner, South Morgan
Albert Dickson, Richville
Joseph R Porter, East Porterville
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[illegible], Milton
J K Hall, Enterprise
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BISHOPS.

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[illegible], Hillsdale
[illegible], Clifton
[illegible]
William King, Kingston

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Samuel H Rogers, 2nd ward, "
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Harrison Sperry, 4th ward, "
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Wm H Hickenlooper, 6th ward, "
William Thorne, 7th ward, "
Elijah F Sheets, 8th ward, "
Samuel A Woolley, 9th ward, "
Adam Spiers, 10th ward, "
Alexander McRae, 11th ward, "
Alexander C Pyper, 12th ward, "
Edwin D Woolley, 13th ward, "
Thomas Taylor, 14th ward, "
Joseph Pollard, 15th ward, "
Frederick Kesler, 16th ward, "
John Henry Smith, 17th ward "
Orson F. Whitney, 18th ward, "
Richard V Morris, 19th ward, "
John Sharp, 20th ward, "
Andrew Burt, 21st ward, "
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Lewis H Mousley, *Farmers' ward*
Reuben Miller, Mill Creek
John Neff, East Mill Creek
D B Brinton, Big Cottonwood
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Peter Gottfredson, Vermillion
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John Johnson, Redmund
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Chas A Terry, 3d ward, "
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Robert Gardner, Price
Thos J Jones, Washington
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Wallace W Roundy, Kanarra
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Elias Asper, Echo
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Wyoming Territory

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Myron Tanner, 3d ward, "
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Peter Madsen, 5th Ward, "
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George D Snell, Spanish Fork
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William Forman, West Heber
David Van Wagoner, Midway
Nymphus C Murdock, Charleston
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Sanda [illegible], Centre
John Moon, Presiding Elder, Sunrise

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Winslow Farr, 3d ward, "
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F A Hammond, Huntsville
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