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; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic & 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 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., R. & 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. & R. Dodge R. Rds.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & 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. 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	5:15 p.m.
Mixed	8:40 p.m.
Freight	3:45 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 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 Roads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Bankers' 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. H. H. CLARK, Gen'l Supt. d99

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Names of Stations.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 03	50
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

Names of Stations.	No. 2 Passenger.	No. 4 Passenger.	Fares.
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 12	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 8.30 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

☞ For all information concerning Freight or Passage, apply to

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

T. LATIMER, G. ROMNEY,
G. H. TAYLOR, E. 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.

SASH, DOORS, BLINDS AND MOULDINGS IN GREAT VARIETY

Frames of all kinds Made to Order Very Cheap.

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufactories in Car Load lots, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

Wood Turning of all Kinds.

LATIMER, TAYLOR & CO., One Block East of Depot.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R R LINE

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO

Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, AND New York.

GREAT SHORT LINE TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS ON ALL EXPRESS TRAINS.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

ELEGANT EATING HOUSES

With Ample Time for Meals.

3 Express Trains Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 3.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 6.30 p m; Washington 9.00 p m next day.

5:15 p. m. Atlantic express, DAILY,

With Drawing Room and Hotel Car.

Reaches Pittsburgh 10.10 p m; Harrisburg 10.55 p m; Philadelphia 3.55 a m; New York 6.45 a m; Special Philadelphia sleeping car on this train, which remains in depot until 7.30 a m, affording Philadelphia passengers a full night's rest.

9:10 p. m. Night Express EXCEPT SATURDAY,

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 10.50 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 Ticket Offices in the West, and ask for them via the FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Pass and Ticket Agent, CHICAGO.

NOTICE

THE Stockholders of the Deseret Tanning and Manufacturing Association will please call on the undersigned, at his office in Z. C. M. I. Shoe Factory, surrender their Stock Certificates, or receipts, and receive payment for the same.

D. M. McALLISTER, Secretary.
d200 2 & w 1m.

NOTICE.

JACOB SMITH deceased or his heirs or assignees are hereby notified that I have expended in money and work to the amount of two hundred and twelve dollars and 25 cents, being the legal assessments for 1878 and 1879, for your interest in the Garvey Mine, located in the Uintah Mining District; Summit Co.; Utah, and unless you pay said amount to me within 90 days, the time specified by law, your interest in said mine will become my property, according to the law of Congress of 1872 relating to mines.

JOHN A. NELSON. Park City, Utah, Sept. 6, 1879. 6-9-9 to 6-12-9

DAVIS, HOWE & CO., FOUNDRY & MACHINE SHOP,

SUCCESSORS TO NATHAN DAVIS & SONS

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order.

Water Jackets, Tuyeres, Sing Pots and Cocks, Bullion Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.

Also Brass Work of all description.

First West Street, Near corner of TEMPLE ST., S. L. CITY

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
Lovendale	7 28	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 40	8 45	85
Leaves Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 02	1 35	3 00
Payson	10 23	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 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	P. M. 1 00	P. 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 30
		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
Lovendale	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.

CHICAGO & NORTH-WESTERN RAILWAY,

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

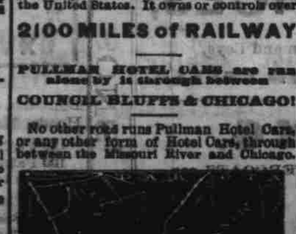
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best Route you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

No other road runs Pullman Hotel Cars or any other form of Hotel Cars, through between the Missouri River and Chicago.



PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK, AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

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

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

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 Office at U. P. Transfer, Council Bluffs and at Chicago at North-Western Railway Depot, Chicago Ticket Office, 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, General Manager, Chicago.
W. H. STENNETT, Gen'l Pass'r Agt., Chicago.

EVENING NEWS.

Saturday, . . October 11, 1879.

BY TELEGRAPH.

EASTERN.

Coal Stocks.

NEW YORK, 10.—The stock market was buoyant in the early dealings and prices advanced. The coal shares and Erie exhibited, marked buoyancy. The price in coal stocks was based on the improved demand for coal, caused by the revival of the iron industry throughout the country, which resulted in an advance on prices, and which it is reported will shortly be followed by another advance. The decline in Michigan Central is due to the announcement of an accident on that road.

The dividend of the Panama company has been raised to 16 per cent. per annum. There was sales of Erie on the street after the close of 'Change at 4 20.

The Pennsylvania Coal Company to-day issued a private circular to contractors, advancing the price of coal 20 cents per ton.

A Philadelphia dispatch says: President Gowen has not heard from Packer, and the agreement for a coal combination therefore expires by limitation to-day. The true story of the compact seems to be that an agreement was made by all parties in interest, but the greatly increased demand for coal and consequent advance in price, rendered the combination of secondary importance. The president of a prominent coal company is credited with the statement that on an average of three dollars per ton, his company would be in a position to pay seven per cent. on its certified stock.

Kearney Indispensable.

B. J. Kelly, of the National Workingmen's party of this city, has received a letter from the secretary of the organization in San Francisco, saying Dennis Kearney will not visit New York this year. The letter says: "In the election just closed, we have secured over forty of our candidates and we feel sure from good evidence that the rest are counted out. It is an expensive and tedious process to recount but we must not let it go by default. We have our legislature to re-elect next year, and propose to open the campaign now and keep up the discussion continuously nights and Sundays. We propose to hold a tight rein over those we have elected to office so none shall fall. We have an important purpose to accomplish in the legislature to carry out truthfully our new Constitution. 'The Chinese must go. Now in all these matters Kearney is an indispensible factor."

Parole Kicked.

A special from Newmarket says: Previous to the start for the great challenge stakes Lolly Pop kicked Parole on the off hind thigh. Archer, Parole's jockey, decided his wound was too serious to contest the race. Dr. Carey examined Parole's injury and said if the kick had been an inch lower it would have broken his leg. He will be laid up for many weeks.

Shot for his Color.

WASHINGTON, 10.—The postoffice department to-day received the report of a special agent detailed to make an investigation in regard to the shooting of Fred Nix, Jr., postmaster at Blockville, S. C. The report strongly condemns not only the assailing party but the community at large for not having protected the postmaster, and attributes the attack upon Nix to an animosity arising from his politics and color. The department has not as yet taken any action upon the report, but the matter will be referred to the Attorney General to ascertain whether anything can legally be done for the postmaster's protection from further injury.

THE TERRIBLE COLLISION.

List of Injured—Testimony Taken.

DETROIT, 10.—Up to noon 18 dead bodies had been taken from the wreck of the express, 10 of whom were taken from the emigrant car. They have not yet been identified. The identified killed are Milton Filbert, engineer of the express train; C. B. Smith, of Jackson, fireman of the express train; John Rice, wife and daughter, Philadelphia; Mrs. Garland and a 10 year old daughter, Philadelphia; Louis Mongeon, Buckingham, Canada, and an infant daughter of Mrs. Geo. A. Jones, of Chotade, Pennsylvania.

The following is a list of the wounded as far as can be ascertained: M. D. Carlisle, express messenger, Detroit, collar bone broken; A. A. Bennett, baggage man, Detroit, badly cut and bruised; Wm. Buggy, Troy, Wis., right leg and thigh crushed; Daniel Finn, Chicago, head cut and bruised; L. M. Sparlin, Philadelphia, cut on the head and hurt internally; Arthur Rogers, Philadelphia, cut and bruised, not dangerous; Reuben Carter, gardner, Illinois, hands cut and left thigh broken; George A. Cunningham, Janesville, Wis., left arm broken in two places, E. J. Parnell, St. Catherines, Ont., left leg broken; Mrs. E. J. Parnell, St. Catherines, Ont., severely injured in the left knee; Mrs. J. P. Parnell, Toronto, Ont., head crushed; John Jeffries, Newark, head crushed, probably fatal; William Rice, aged four years, Philadelphia, leg crushed and face cut, recovery doubtful; his father, mother and sister all killed. Mrs. Laura A. Finley, Walworth, N. Y., bruised about the head and face; Mrs. R. J. Warren, Gangee, Mich., bruised about the head and shoulders; Henry Burrows, Newfoundland, Penn., cut in the head; Arandus Masonnuse, a Frenchman, Buckingham, Canada, severe contusion on the face and head; P. Masonnuse, Buckingham, Canada, cut in the head and leg; Adolbert M. Benjamin, Jersey City Heights, N. J., hip, head and lungs, slight; William Brinny, Galt, Ontario, bruised; Mrs. A. M. Steele, Detroit, leg sprained and body bruised; Mrs. Thos. Clement, Lockport, N. Y., arm and head badly cut, severely bruised back and head; Mrs. B. B. Hart, Clinton, Iowa, head cut severely; Robt. Neill, Trenton, Canada, injured in the back and body; Leopold Hoffmann, Randolph, Mass., cut in the head and face; Mrs. Geo. A. Jones, Chenango, Penn., cut in the hand and bruises on the head and left side, and had one of her children, 18 months old, killed instantly and another badly bruised in the head; S. M. Sparlitin, of Philadelphia, wife and children, aged four and six, are among the dead, but the bodies have not been found.

The engineer and fireman of the express train were literally torn to pieces, but the engineer and fireman of the switch engine escaped injuries by jumping from the engine.

The train was made up of seven sleepers, four passenger carriages and mail and baggage cars. The tender of the express engine was telescoped into the baggage car about half its length. This car in turn forced its way into the mail car, and these crowded the first passenger coach to the right on an embankment and crashed back through the two following.

The passengers in the first coach were comparatively unharmed, the harvest of death being reaped in the second and third coaches. The fourth coach escaped with slight damage and none of the Wagner coaches were injured.

As near as can be ascertained the accident was caused by the switchman, who has charge of the making up of the freight train at Jackson Junction, occupying the main track with the switch engine and caboose, understanding that the Pacific express was considerably behind time. The express train, however, had made up nearly all lost time.

Chicago, 10.—The news of the terrible disaster at Jackson has been the theme of conversation all day in the city, and the excitement over it increased decidedly as the night train arrived with many of the wounded. The wildest rumors as to the extent of the disaster were current. The few telegrams received and their indefinite and contradictory information increased rather than allayed the anxiety. The offices of the company here were thronged all day with anxious inquirers for friends. D. H. Wentworth, general passenger agent, did all in his power to obtain information as to the condition of the passengers on the train, but outside that there was an evident disposition to reserve the news until it came officially. The scene at the depot at 7 o'clock to-night, when the train arrived, was thrilling in the extreme. The passengers who arrived were for the most part unable to give any connected account of the affair, it having been pitch dark when the accident occurred, and most of the people being asleep.

Neil McDiarmid, of Guelph, Canada, says he was in the third car when the collision came. The train was going very fast. The front cars were full of passengers, mostly French Canadians *en route* for the Pineries. In his car all but about 12 were buried in the debris, 16 being killed. This car fared the worst of any. The passengers differ as to the number killed, some putting it as high as 20 or 30. The wounded are being cared for here.

At Jackson this afternoon the Michigan Central officials examined the different yard employees on duty last night at the air line Junction, where the switch engine with which the Pacific express, west, collided, was placed on the main track. It appears that the man engaged in making up a freight train at the east end of the yard, went to the telegraph office at the Junction and got information that the Pacific express was nearly 50 minutes late. Colwell, the yard master, reported to Jones, the engineer of the switch engine, that they had 45 minutes of the Pacific's time in which to make up the freight train, and it was the work they were engaged in when the collision occurred.

The following is a pretty full synopsis of the testimony taken: Robert W. Jones, engineer in charge of the switch engine, states that his engine was standing in front of the switchman's shanty, and Mr. Colwell, the yard master, came to him and said, "There are some cars in the other end of the yard and we must have them. Go up there and get them." My work is on the north side of the switch. The south side switchman asked me to switch some cars over to his side. I said I would not go on the main track as the Pacific express was due, and a freight had just come in from the East on the express train's time.

The switchman asked the train men how much the Pacific was late. They answered twenty minutes, and I said, "I'll stay right here if there is only twenty minutes."

Yardmaster Colwell just then appeared and said, "Bob, I want you to throw the cars over," and I replied, "I would not do it." Colwell asked, "Why won't you?" I said, "The Pacific is late." He said, "You've plenty of time, they are forty-five minutes late." I replied, "How do you know?" He answered, "Because I just came from the telegraph office." We compared watches; he was 1 o'clock, I two and one-half minutes slow. At forty-five minutes late they would be here at 1.20. I said, "I've got time and I'll go whistle twice," for the switch had just gone on the main track. When I saw the light of the express which at first I thought was the moon, I thought of the Pacific express and reversed the engine, pulled the throttle open, gave sand and whistled for brakes. When I first saw the light of the express my engine was moving slowly east, had nine cars, including the way car, in my train. Am not sure that my engine had fully stopped when the express struck her. Did not hear the express whistled. Don't think they had whistled when I reversed. I jumped off and walked up the track. Looked back and they had struck. Saw Colwell standing on the side track. Then we went to my father's house near the depot and remained the rest of the night. It is customary to switch on the passenger's time when she is late. Did not tell Colwell we had 18 minutes; did say that if she was 45 minutes late she may have made up some of it. He said, Oh, well, there is plenty of time.

Engineer Jones said he had sometimes ventured on 10 minutes' time, and perhaps seven or eight, though the rules forbid going out on less than 15 minutes. Engineer Jones further states that Colwell is a nervous, excitable man; that he had talked the matter over with the switchmen in the yard. They said he drank, though they did not notice that he was under the influence of liquor last night.

Jones has been on the road eight years.

FOREIGN.

GREAT BRITAIN.

European Notes.

LONDON, 10.—General Roberts was before Cabul on the 8th inst. Generals Baker and Macpherson have been detached to attack the enemy who has assembled from the hills above Balachisar. If these forces can be brought into action, General Roberts thinks the enemy will be unable to make another fight. Massy, who was sent to cut of the retreat of the Afghans on the road between Bannian and Kohistan, captured 78 guns in Shalpur. The guns were found in an abandoned cantonment and among them 17 Armstrong.

Benihescar is near Cabul. News has been received that the citadel and palace of Balachisar in Cabul has been evacuated by the enemy. There will probably be no further resistance, and a peaceful entry will immediately take place.

The North German *Gazette* discussing the retirement of Count Andrassy says: He has firmly established relations with Germany founded on the mutual confidence of the two empires, an alliance with Austria in a form corresponding with the positions now occupied by Austria and Germany. He has been from the beginning regarded by German statesmen as a leading factor in the movement for German unity.

A Paris dispatch says: In Faubourg St. Honore, near Palais Elysee, a chemist named Lagrange, and a female domestic, were found murdered. The motive was plunder. The probable murderer is an apprentice of Lagrange, a Swiss, named Arnold Wolter, who has been traced to Antwerp. It is believed there that he embarked for America, where he is said to have an uncle residing.

Catarrhal POISON

Wel De Meyer's 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 Diarrhœa, bronchitis, Leucorrhœa 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, Dr. Wel 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. Wel 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.

For You, Madam,

Whose complexion betrays some humiliating imperfection, whose mirror tells you that you are Tanned, Sallow and disfigured in countenance, or have Eruptions, Redness, Roughness or unwholesome tints of complexion, we say use Hagan's Magnolia Balm.

It is delicate, harmless and delightful article, producing the most natural and entrancing tints, the artificiality of which no observer can detect, and which soon becomes permanent if the Magnolia Balm is judiciously used.

FOR SALE —OR TO RENT.—

THE Furniture, Good Will and Fixtures of the Leasehold Property known as the Valley House. House or land will be taken in Exchange. Apply to

JOHN P. SORENSEN, At the Valley House. d31

LAND CLAIMS!

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

OTICE.

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

In the matter of the estate of Thos. Genever, deceased.

Pursuant to an order of said Court in said matter, notice is hereby given that Tuesday, the 30th day of September, A. D 1879, at 10 a. m. of said day, at the County Court House, in Salt Lake City, has been appointed by said Court the time and place for the hearing of a petition filed in said Court by Cornelius Green and George R. Bailey, praying that a certain document on file therewith, purporting to be the last will and testament of the said deceased, be admitted to probate, and that letters testamentary be issued to him, at which time and place all persons interested may appear and contest the probate of said will.

Salt Lake City, Sept, 19, 1879.
D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County, U.T.
d 253 1d

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