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; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Keokuk to Farmington, Bonaparte, Bentonport, 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 berth between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Three Dollars, and the entire berth 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 Cars. Our Reclining Chair Cars are run through Express Trains. You get a good meal, and good as it 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 sleeping cars for themselves, and the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs 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 PERU, with Pittsburg, Ft. W. & C., T. H. & A., D. & B. & W., Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroad.

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. Cor. 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 reading over this route, 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	2:15 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 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 railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Bankar Moore and McCornick's office, 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. 490

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1879.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 36	4 06	50
Centreville	7 53	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	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	3 20	
Kaysville	10 31	4 10	1 00
Farmington	10 52	4 31	1 25
Centerville	11 04	4 44	1 50
*Wood's Cross	11 13	4 53	1 75
Arrive at			
Salt Lake	11 40	5 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 3.05 p.m., arriving in Ogden at 6.20 p.m., leaving Ogden at 8.35 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.15 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.

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 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 10.55 p m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 9.15 a m; Baltimore 5.30 p m; Washington 6.00 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 Pittsburg 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 6.00 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 the FORT WAYNE and PENNSYLVANIA LINE.

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

W. L. PRICE,

DEALER IN Poultry, Fish and Game, *Fruit, Vegetables and Groceries,* First South Street, Opposite Music Hall Block, Salt Lake City.

☞ Goods delivered punctually in all parts of the City, Free. Satisfaction guaranteed.

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, ROSE, AND SHEET LEAD KEPT IN STOCK!

OFFICE AND WAREROOMS, WEST TEMPLE ST., Opposite City Meat Market.

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
	A. M.	A. M.	
Trains leave			
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lewendale	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 85
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 30	3 00
Payson	10 32	2 15	3 60
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 20	5 20	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
	P. M.	A. M.	
Trains leave			
Chicken Creek	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	3 07	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 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
Lewendale	5 55	5 10	4 90
Germania	6 02	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 from Chicago to the West, Northwest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run along 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 Tickets, and Check Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Ticket Offices in Nebraska or Dakota and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, 232 16th Street and U. P. Depot. Chicago Offices, Wells Street Depot, corner Kinzie Street; Dearborn Depot, Twelfth and Dearborn Streets; Chicago & 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 obtainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.
W. H. STENNETT, Gen'l Pass. Agt., Chicago.
J. T. CLARKE, Gen'l Ticket Agt., Chicago.

EVENING NEWS.

Friday, October 24, 1879.

A SCIENTIFIC SUBJECT.

FOR THE FARMER, THE MILLER AND BAKER.

[CONTINUED]

CITY BAKERY, Springville, Sept. 20, 1879.

THE BAKER NO. 3.

The antiquity of bread-making as an art, so far back as the days of Pharoah, may be clearly established, although as to the various methods of its preparation in early historic times our information is comparatively scanty and indefinite, suffice it to say the art of cookery being brought to a high state of perfection in our flesh-eating nations of modern times, with them it would seem, the art of good wholesome bread making is an object of secondary importance. While the average American must have his flesh meat at all of the three meals, the English laborer and mechanic can dine sumptuously on cunty bread and cheese and wash it down with a pot of ale; the laboring poor of Scotland, until a quarter of a century ago knew but little of the luxury of wheaten bread, their leading staple article of diet being oatmeal made in the form of mush and cakes for breakfast, and pearl barley or potate soup for dinner, boiled with a variety of vegetables. And only the well to do tradesman could afford meat at the dinner meal, and for the last half century the oatmeal fed mountaineers or Scottish Highlanders have furnished the backbone of the British army, a race of hardy men who have figured very prominently in all battles, for their prowess and bravery in taking strong forts and breaking up cavalry at the point of the bayonet. And of more recent times the potato fed Irishmen have furnished the bone and sinew for the hard labor in the construction of railroads. As it is on the manufacture of wheaten bread and the various methods of manipulation employed in its production that I wish to write, I may remark by the way, that the oatmeal, once the leading article of diet of the canny Scot, is now almost entirely displaced, except in the outlying farming districts, by the use of wheaten bread as a staple article of food. Some idea may be formed of the extent of its consumption by the laboring classes by reference to the bakery situated at Crossmyloof in Glasgow, said to be the largest in the world, which, at recent date, had 30 ovens in operation, each having a baking capacity of from 800 to 900 pounds of bread in a batch, and each of these ovens may be three times filled in the 24 hours. A number of bread vans are employed to ship the bread as soon as baked to all parts of the city, to retail stores and private customers, the people being entirely dependant, or almost, upon the practical baker for their supplies of bread cakes and pastry, is more reduced to a regular science in their manufacture, whereas with us in America every family does its own bread and pastry work, and from abundance of material at command, excels in quality, that of most American commercial bakers, especially for its purity in the absence of adulteration with deleterious drugs, although it may be shown that more destructive mineral matter is voluntarily swallowed in our American household economy than any people in the world, from the fact that baking powders are largely substituted for yeast in bread raising purposes. These powders are composed in most part of carb soda, carb ammonia and cream of tartar. Before the days of baking powder, and even now in many families, cream of tartar and soda were purchased separately from the grocer, and a baking powder extemporized in each kitchen, but the lack of skill in the blending of the materials, resulting in lumps, led manufacturers to ascertain the proper proportions of the two salts and to mix them, selling the compound as baking powder, these manufacturers claiming that the cream tartar sold in the shops is very variable, and that nothing short of a chemical analysis will determine the quality and strength of this article in each sample; this the householder is not able to do for himself and is therefore unable to combine with it the proper proportion of soda, but the manufacturers by no means confine themselves to the use of pure cream of tartar. In order to supply a cheap article, they generally introduce alum as an ingredient, some samples of which contain as high as 29 per cent of this adulterant. Alum, the sulphate of alumina, is a powerful astringent salt, and as found in bread after baking, its active principle after baking, remains in such a condition as to be easily dissolvable in the gastric juice after having entered the stomach; when taken internally, it produces constipation, griping, and in sufficient quantities, vomiting and inflammation of the gastric entric mucous surface. A healthy, growing boy or girl will eat on an average, one pound of bread a day, or one hundred pounds in fourteen weeks, which, taking the amount of alum adulterant, at the very low rate of two per centum, we find that every child eating adulterated bread, has devoured two pounds of alum in three months. Any one who will hold a piece of alum on the tongue for a few minutes and feel the astringent effects on the coats of the mouth, can easily conceive the effects of the same treatment of the delicate coats of the stomach day after day, to say nothing of the alum transmitted to the blood. The extent to which this adulterant is used is shown by the fact, that out of a large number of samples of bread analyzed in the city of Boston, more than 700 contained alum. Dr. Henry Mott, in recent investigations, analyzed 24 samples of baking powders and states he found alum in all of them, and that in three of the samples submitted to him for inspection, in one he found 19 per cent., in another 28 per cent., and the third as much as 29 per cent., while others were almost wholly alum powders. To this I have only to add my own testimony, having travelled pretty extensively as a journeyman baker, and been witness to its use by commercial bakers both in Scotland and England, and more especially in the great city of London, where I have been employed, where the the amount of this adulterant may vary according to the caprice of the boss from 8 to 12 ounces in a batch of 500 to 600 pounds of bread, in lieu of the same weight of salt due to that quantity of bread.

Bread adulterants, however, are not in all cases additions made by the baker. Millers not unfrequently employ several substances for the purpose of whitening or otherwise improving the flour or fraudulently increasing its weight. Rice meal, bean meal and corn flour have been detected in the products of the flour mill; but these are harmless in the face of chalk, sulphate of zinc, bone ashes, dolometic gypsum, china clay, and even heavy spar have been used for that purpose.

Alum is used by the bakers who make bread for the market, where much competition prevails, in order to cause weak or damaged flour to retain more water and whiten the bread, and in some cases this adulterant is used in bread made from sound flour by individuals who lack knowledge of the science of panary fermentation to improve the color only, and if I am correctly informed, in some of our American bakeries they go a little farther, by the use of sulphate of copper, blue vitrol, in both bread and crackers, for the same purpose, a chemical substance even more dangerous, when added to an article in daily use, like bread. As I have already remarked, the lack of knowledge of the science and chemistry of panary fermentation and its preparation for bread raising purposes, is one of the chief causes that lead men to add these destructive mineral chemicals, to supply the deficiency in regard to the various methods and forms in use among commercial bakers. At the present day, in making yeast, there is a great diversity of opinion as to the merits and system of management in the various kinds of material employed in bread fermentation. These may be classed under three heads, viz., bakers' yeast, brewers' yeast, and bread raised by the chemical process of using a strong acid and a carbonate. This last named process yields unfermented or raised bread, and much of this kind has lately come into use in England, but from the fact that the materials used come properly under the name of salts, but very little common salt can be used in dough making, and hence the bread made is tasteless and insipid. The same may be said of bread made under another process also in use in some parts of England, known as aerated bread. Here the carbonic acid gas is prepared beforehand in a condition of perfect purity, and in a separate vessel. The gas is then forced into water, which becomes highly charged with it, like soda water, the flour is then mixed with this aerated or carbonated water in a strong iron vessel, under pressure. The dough thus formed rises when put in the oven, the gas with which it has been charged, expands and escapes on being withdrawn from the pressure of the mixing vessel, and still more in being heated. The gist of all these different operations in bread making is intended, if possible, to improve on the original of hop yeast fermentation for bread raising purposes, but in all cases the mineral is there and cannot be sold as a wholly vegetable production, no matter how it may be manipulated, besides the expense of the machinery and keeping up repairs. Brewers' yeast, as it is known, is the froth that rises on the surface of beer and other liquors during fermentation, consisting principally of a fungoid plant. This plant was said to be first discovered in malt beer in 1680, and its history, as developed and traced by chemists from that day down to the present, is full of interest. Immense and increasing quantities of German or dried yeast, carefully prepared for bread raising purposes, are now imported into Europe and extensively used in some of the leading cities of America in the manufacture of what is termed Vienna bread; its chemical action on the flour when made into dough is quick and rapid, making it ready for the oven in a few hours, but on the other hand, if not quickly handled after attaining to a certain point, the fermentation dies and the dough rendered useless for any other purpose. All kinds of brewers' yeast made from malt is of the same nature, being the outcome of the destruction and decay of the grain previous to brewing, and the scum or froth that rises to the top composing the yeast plant is decomposed and in the putrefactive stage before it gets into the hands of the baker, hence it is not adapted for large batches of bread, and will not make any kind of bread saleable for the market, unless it is fresh and immediately used; altogether it is a substance quite foreign, when mixed with wheaten flour, and imparts a musty flavor to the same at best.

To be continued.

FOUND

THERE are at this office two Pocket Books, one contains some pictures and other things of value to the owner. The other contains some Tithing Orders and other valuables. The owners can have them by proving property.

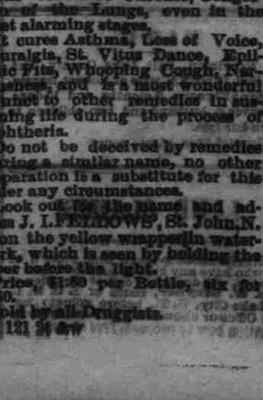
ADMINISTRATOR'S NOTICE

HAVING been duly appointed administrator of the estate of Levi Murdock, late deceased, by the Probate Court of Salt Lake County, Utah Territory:

Notice is hereby given to all the creditors of said deceased, and all persons having claims against said deceased or estate, that they are required to exhibit the same with the necessary vouchers to the undersigned, at the office of A. Miner, Esq., Second South Street, Salt Lake City, in said county, within ten months after the first publication of this notice, or the same will be forever barred. And all persons owing said estate are hereby requested to settle their indebtedness with the undersigned without delay.

JOSEPH W. MURDOCK, Administrator of said Estate.

Salt Lake City, Oct. 15th, 1879. d 17, 19, 9 to 15, 11, 9



The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of Nerve and Muscle.

The Builder and Supporter of Brain Power.

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. L. FELLOWS, St. John, N. B. on the yellow wrapper in watermark, which is seen by holding the paper before the light.

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

Sold by all Druggists.

d 121 3t 4w

FOR TEN DOLLARS CASH

We will insert a sensible advertisement one week in a list of 200 weekly papers, or four lines in a different list of 200 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 50 to 100 papers each, or four lines one week in all four of the small lists, or one line one week in all six lists combined, being more than 1,000 papers. We also have lists of papers by States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & CO., 10 Spruce St., N. Y.

CARD.

OUR ATTENTION has been called to the advertisement of a party in Salt Lake City, who claims that he "Has been awarded the First Prize by the Fair Committee, for Fine Boots and Shoes." The gentleman has either misconstrued our awards or he is purposely endeavoring to deceive the public. It is true he received a prize for one pair of gents' fine shoes, but the only prize given for an assortment of Fine Boots and Shoes was the Diploma awarded to Z. C. M. I. Shoe Factory; the same firm was also awarded a Silver Medal for the best assortment of "Common Sense" Boots and Shoes, and the First Prize for Gents' Fine Boots.

EDWIN SNELGROVE,
DAVID WOODMANSEE,
RICHARD COLLET,
Awarding Committee.

d 290 t r

NOTICE

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 B. 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 td

ABOVE THE LAW! FALL AND WINTER STOCK OF GENERAL MERCHANDISE Now Ready for Cash. Our Profit is the Eastern Discount Only. H. ELLIS.

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 Office, and employed in Patent business exclusively, we can make closer researches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington.

INVENTORS send us a model or drawing and description, and we make examinations and advise as to patentability free of charge. All correspondence strictly confidential. Price list sent free. NO FEE CHARGED UNLESS PATENT IS SECURED.

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NOTICE.

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

Hon. Elias Smith, Judge of Probate.

In the matter of the Estate of JOHN BOOTH, deceased.

On application of Selina D. Hall and Thos. C. Hall, her husband, to prove the alleged will and codicil of said John Booth, deceased.

NOTICE is hereby given that a petition has been filed in the Probate Court of Salt Lake County by Selina D. Hall and Thomas C. Hall, and presenting and filing therewith as Exhibits "A" and "B" certain documents purporting to be the last will and testament and codicil thereto of him, the said John Booth, deceased, and praying that said documents be proved and admitted to Probate herein as the last will and testament of said John Booth, deceased. And, that by an order of Hon. Elias Smith, Judge of Probate, made Oct. 15, 1879, the last day of Nov., A. D. 1879, at 10 a. m. has been set apart as a day for a hearing upon said application of said petition.

The heirs of said John Booth, and all persons interested in said estate are notified to appear on that day and contest said petition and make such objections thereto as they may have.

In witness whereof, I have hereunto affixed my seal and affixed the seal of said Court, this 15th day of Oct., A. D. 1879.

D. BOCKHOLT, Probate Clerk.

d 16 10 9 to 10 9

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NOTICE.

In the matter of the estate of Brigham Young, deceased.

IN THE PROBATE COURT OF SALT LAKE COUNTY, TERRITORY OF UTAH.

PURSUANT to an order of the Judge of said court made this day, notice is hereby given that Monday, the 3rd day of October, A. D. 1879, at 10 o'clock in the forenoon of said day, at the court room of said court, in the County Court House of said county, has been appointed for hearing the petition of Elerie Co-operative Mercantile Institution, praying for an order directing George Q. Cannon, Brigham Young and Albert Carrington, Executors of the last will of Brigham Young, deceased, to make a conveyance of a certain piece of land situate in the city and county of Salt Lake and Territory of Utah, being a part of Lot 6, Block 69, Plat A, Salt Lake City survey. Said conveyance being claimed by virtue of a certain contract in writing made by the said deceased, but not performed in his lifetime. At which time and place all persons interested in said estate may appear and contest the same by filing their objections in writing.

D. BOCKHOLT, Clerk Probate Court.
By W. S. CRISMON, Dep.

Dated Oct. 16, 1879. d279 td

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