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, 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, where 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 a substantial, good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, and pay for what you get.

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

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

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

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

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

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

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

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

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & 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., R. & Q. R. Rds.

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

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

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

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

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

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

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

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Tkt. and Pass'r Agt., Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY.

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

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

2100 MILES of RAILWAY.

PULLMAN HOTEL CARS

Are run alone by it through between COUNCIL BLUFFS and CHICAGO.

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

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

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

PHILADELPHIA and NEW YORK,

And other Eastern Points.

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

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

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 511 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HALL'S BALSAM

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

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.

Henry's Carbolic Salve allays the pain of burns.

Henry's Carbolic Salve cures all eruptions.

Henry's Carbolic Salve heals pimples and blotches.

Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS. d21

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

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

JOHN F. HENRY, CURRAN & CO., sole Proprietors, 24 College Place, New York.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woodcut Cross	7 23	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 56	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 32
Centreville	11 04	7 44	1 60
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.50 a.m., leaving Salt Lake at 3.05 p. m., arriving in Ogden at 6.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent

JOHN SHARP, Superintendent.

THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA R.R. LINE

CONTINUOUS ALL-RAIL ROUTE!

NO CHANGE OF CARS!!

ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

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

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 p. m; Harrisburg 11.45 p. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 p. m; Baltimore 6.30 p. m. Washington 8.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 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 3.55 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 FORT WAYNE and PENNSYLVANIA LINE.

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

SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular number, fine Point Pens, 1-2-5-8-15 and Broad 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

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

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 48	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 24	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 10	
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 32	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			
Juab	12 20	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.

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

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	85
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	85
Lemmington	3 35	23	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	10.20 a.m.
Mixed	5.00 p.m.
Freight	3.30 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 Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all other mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

H. H. CLARK, Gen. Supt. d30

EVENING NEWS.

Friday, February 20, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 19.—Middleck, publisher, and J. & E. Judd, printers of the *Sporting and Dramatic News*, appeared in the Bow Street Police Court to-day, to answer a charge of libel preferred by the Right Hon. E. Dwyer Gray, Lord Mayor of Dublin, in the publication of an article of which the following is an extract: "How that mischievous, ill-conditioned burlesque of a legislator Gray is descended, we don't know, nor, seeing his character so apparent, does it much matter. The guests who had been obliged to accept his invitation to the Mansion House are to be warmly congratulated on their escape from such humiliating business as his dinner must have been."

The article also insinuated that a fear existed that the Mansion House relief fund might be misapplied. The case was adjourned till Saturday.

In the House of Commons to-day the Chancellor of the Exchequer gave notice that he would move on Monday next for the appointment of a select committee to inquire into the question of loans for public works from the consolidated fund.

Stanhope, Under Secretary for India, intimated that a confidential report was made in 1876 by the India Assistant Quartermaster General, concerning the dispatch of troops to Armenia.

The Chancellor of the Exchequer said there was no intention of resuming negotiations regarding the silver question started by the United States and discussed at the Paris conferences.

Lord Hartington asked for further information respecting the attempt on the life of the Czar.

The Chancellor of the Exchequer said he was unable to add anything to what was already known. The news, he said, had been received with the utmost horror. He expressed satisfaction at the providential escape of the Czar, and said the health of the Czar, and the Empress and Duchess of Edinburgh, had not been affected by the excitement attending the explosion in the winter palace.

The *Times*, commenting on the explosion in the Winter Palace, St. Petersburg, says: The central authority of the Czar must be upheld, if that order is to be maintained which is indispensable to the condition of progress. Conspiracies like this must be punished with due severity to crush them, but if in conjunction with these necessary measures the Czar pursues a course of gradual reforms he may entertain reasonable hope that these horrors will pass away.

The various sovereigns have sent congratulations to the Czar on the escape of His Majesty and the imperial family from the atrocious attempt made on their lives in the Winter Palace. The London and continental journals unite in expressing horror at the plot in which, it is generally believed, some employes of the palace were concerned. No additional details of the affair have been received. The Grand Duke Nicholas will leave Paris to-day for St. Petersburg.

In the House of Lords to-day Lord Beaconsfield, alluding to the late attempt on the life of the Czar, said the Duchess of Edinburgh, who is now in St. Petersburg, refused to quit the scene of so much domestic suffering.

Prince Nicholas of Montenegro has addressed a further note to the powers stating he is disposed to enter into negotiations upon the question of accepting other Turkish territory instead of Gusinje and Plara.

The Argentine Government bonds are depressed by a rumor that the executive at Buenos Ayres intends to disarm the civil population in view of the approaching Presidential contest.

The Common Council of the City of London by a vote of 72 to 45, today, rejected a motion for an address of congratulation to the Czar on his escape from assassination.

The St. Petersburg *Novoe Vermia* publishes particulars of the attempted assassination of the Imperial family, showing that dinner was appointed for six o'clock Tuesday evening. If it had not been accidentally delayed all would have been seated at the moment of the explosion. The Emperor, accompanied by the Princess of Hesse and Bulgaria, was about to enter the dining hall through one door, another member of the Imperial family by another, when the explosion took place. Two servants who were in the dining hall were injured. The force of the explosion was such that a number of the windows of the palace and adjacent houses were shattered. The gas was blown out and complete darkness prevailed. The bodies of two more soldiers have been found among the debris, and of the 45 injured, several have since died.

Gen. Gourko, Governor-General of St. Petersburg, was engaged in the Winter Palace the whole night of the 17th, investigating the explosion. The dynamite was fired by an electric battery; several pounds of that explosive must have been used. The cellars of the Palace have long been used for storing purposes, and appear to have been occupied by four workmen, three of whom are under arrest, the fourth is missing. Forty arrests have been made in the Winter Palace and nine in the immediate neighborhood.

The Turkish papers say martial law has been proclaimed at Constantinople. It is understood a proclamation has been issued to prevent disturbances in carrying out military reforms.

The brigands, including their leader, who stopped the railway train from Andalusa to Madrid, and attempted to capture the government treasure, have been taken. The soldiers are pursuing the other members of the band.

Emperor William, Prince Frederick Charles, General Von Moltke, the ambassadors, the members of ministry and chief dignitaries of the court and state were present to-day at a thanksgiving service held for the escape from assassination of the Czar.

Four bailiffs, accompanied by a large force of police, to-day distrained cattle for rent on a farm in County Waterford, occupied by a widow. A crowd of 500 persons overpowered the police and recaptured the cattle. The ring leaders of the mob will be summoned for assault.

AN ACT

PROVIDING FOR THE ORGANIZATION OF SAN JUAN COUNTY, AND CHANGING THE BOUNDARIES OF EMERY COUNTY.

Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That all those portions of the counties of Kane, Iron and Piute lying east of the main channel of the Colorado and Green Rivers and south of parallel 38.30 North latitude, are hereby made and named San Juan County, which is hereby attached to and made part of the Second Judicial District of this Territory. And all that portion of this Territory lying east of Green River and between the said parallel 38° 30' and a line running due east from the mouth of Price River to the summit of Brown Cliffs, thence following the summit of said cliffs to the eastern boundary of Utah Territory, is hereby attached to and made part of Emery County.

SEC. 2. For the purpose of organizing San Juan County the following officers are hereby appointed: Silas S. Smith, Probate Judge, Platte D. Lyman, Jens Nielsen and Zechariah B. Decker, Selectmen, who shall qualify by taking an oath of office to faithfully perform the duties thereof. They shall hold said offices until the first annual election and until their successors shall be elected and qualified. They shall commence the duties of their offices by proceeding on or before the first Monday in May, 1880, to organize, and to appoint a clerk and an assessor and collector, and such other officers as may be necessary to serve until the regular election. They shall establish the boundaries of precincts, and designate voting places, and appoint judges of election, and give notice of the regular annual election to be held and conducted according to the laws of the Territory. *Provided*, That at said first election the voters need not be registered as required by law. At said first election candidates for all Territorial, county and precinct officers made elective by law, shall be placed in nomination, and those receiving the highest number of votes shall be entitled to serve the term prescribed by law.

SEC. 3. The county seat shall be located at such point as may receive the highest number of votes therefor, which shall be ascertained and certified to by the officers of the county court who shall count the votes cast at said election.

SEC. 4. All acts and parts of acts conflicting herewith are hereby repealed.

ORSON PRATT, SEN., Speaker of the House of Representatives.

LORENZO SNOW, President of the Council.

Approved Feb. 17, 1880.

GEORGE W. EMERY, Governor.

INVALIDS

AND OTHERS SEEKING

HEALTH,

STRENGTH AND ENERGY,

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

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

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

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

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

PULVERMACHER GALVANIC CO., 313 Montgomery St., San Francisco, California.

THE GREAT REMEDY FOR CURING,

ALLEN'S LUNG BALSAM.

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

SOLD EVERYWHERE.

TOLL-GATE NO. 2. Beautiful Colored Picture. Very ingenious. 75 objects to find. Send stamp for package. DR. E. C. ANREY, Buffalo, New York. dw 19

DIPHTHERIA.

WHERE THERE IS NO CANKER THERE is no diphtheria. Hall's Canker Remedy never fails. Ask your neighbors. Sold by Z. C. M. I. Drug Department, wholesale and retail, Salt Lake City.

HOME-MADE

CARPETS!

WOVE STRONG, DURABLE & PRETTY,

—AT—

HULBERT'S

He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

☞ Note the Address. A few doors west of Theatre.

NO MORE RHEUMATISM OR GOUT

ACUTE OR CHRONIC

SALICYLICA SURE CURE.

Manufactured only under the above Trade-mark, by the

European Salicylic Medicine Co.,

OF PARIS AND LEIPZIG.

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

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

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

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS—The standard single rate weight is ½ oz. avoirdupois.

Single rate letter throughout the United States, 3 cents.

For each additional ½ oz. or fraction, 3 "

Drop Letters, single rate, 1 "

NEWSPAPERS AND PERIODICALS—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

PACKAGES—Parcels, unsealed, 1 cent per ounce.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

Rates of Foreign Postage.

	Letters.	Newspapers.
Greece, closed mail, via England	5 cts.	2 cts.
Hong Kong, American packet, via San Francisco	10 cts.	2 cts.
Italy, direct closed mail, via England	*5 cts.	2 cts.
Italy, via North German Union, direct	5 cts.	2 cts.
Japan, American packet, via San Francisco	10 cts.	2 cts.
Mexico	10 cts.	2 cts.
New Zealand, via Southampton	12 cts.	2 cts.
Norway, via North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts.
Portugal, via England	5 cts.	2 cts.
Russia, via North German Union direct	*5 cts.	2 cts.
Russia, closed mail via England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States, Atlantic Coast, via England	27 cts.	4 cts.
Brazil Alone from New York	15 cts.	2 cts.
Argentine Republic and Uruguay, via American packet from New York	23 cts.	10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili	17 cts.	4 cts.
Spain, via New Orleans	5 cts.	2 cts.
Sweden, via North German Union direct	*5 cts.	2 cts.
Sweden, closed mail via England	*5 cts.	2 cts.
Switzerland, direct closed mail via England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts.
West Indies (British and Danish), American packet from New York	5 cts.	2 cts.
(British), British mail via St. Thomas	13 cts.	4 cts.
(Not British)	5 cts.	2 cts.

The standard single rate to Great Britain is half an ounce avoirdupois; to France and the Continent (by French mails) it is 15 grammes or one quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

Registered Letters and Money Orders.

REGISTRATION.—Letters may be registered on payment of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for safe carriage or compensation in case of loss.

MONEY ORDERS.—All principal post offices now receive small sums of money and issue drafts for the same upon other post-offices, subject to the following charges and regulations:

On orders not exceeding $15 ... 10 cents.
On orders not exceeding $30 ... 15 "
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The Producer and Invigorator of the Nerve and Muscle.

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Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Sandiles, Buzzing in the Ears Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Fœtid Breath, Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are

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No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our Children die of diseases generated by its Infectious Poison, and one-fourth of living men and Women drag out miserable existences from the same cause. While sleep, the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs to poison every part of the system.

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A. B. THORN, 183 Montague St., Brooklyn, (self and wife) cured of Catarrh.

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