THE CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE AND SHORT LINE BETWEEN

Omaha, Council Bluffs AND Chicago.

The only line to take you Des Moines, Marshalltown, Cedar Rapids, Clinton, Dixon, Chicago, Milwaukee, and all points East. To the people of Nebraska, Colorado, Wyoming, Utah, Idaho, Nevada, Oregon, Washington and California it offers superior advantages not possible by any other line.

Among a few of the numerous points of superiority enjoyed by the patrons of this road between Omaha and Chicago, are two trains a day of DAY COACHES which are the finest that human art and ingenuity can create; the PALACE SLEEPING CARS, which are models of comfort and elegance; the PARLOR DRAWING ROOM CARS, unsurpassed by any; and its widely celebrated PALATIAL DINING CARS, the equal of which can not be found elsewhere.

At Council Bluffs the train of the Union Pacific Ry. connects in Union Depot with those of the Chicago & Northwestern Ry. In Chicago the trains of this line make close connection with those of all Eastern lines.

For Detroit, Columbus, Indianapolis, Cincinnati, Niagara Falls, Buffalo, Pittsburg, Toronto, Montreal, Boston, New York, Philadelphia, Baltimore, Washington, and all points in the East, ask the ticket agent for tickets via the

"NORTH-WESTERN"

If you wish the best accommodations. All ticket agents sell tickets via this line.

M. BUGHITT, Gen'l Manager. E. S. HALE, Gen'l Passenger Agt.

GEO. D. WILLIAMSON Gen'l Agent, Room 8, Windsor Block, Denver

W. M. BABCOCK General Western Agent, Omaha, Neb.

NEWSPAPER ADVERTISING For a check for $20 we will print a ten-line advertisement in One Million issues of leading American Newspapers and complete the work within ten days. This is at the rate of only one-fifth of a cent a line, for 1,000 Circulation. The advertisement will appear in but a single issue of any paper, and consequently will be placed before One Million different newspaper purchasers;—or FIVE MILLION READERS, it is true, as is sometimes stated, that every newspaper is looked at by five persons on an average. Ten lines will accommodate about seventy-five words. Address with copy of advertisement and check, or send 25 cents for a book of 156 pages.

GEO. P. ROWELL & CO., 10 Spruce St., New York.

PUTNAM'S HOT FORGED NAIL

Every Putnam Nail is drawn down to a point from the rod, thus; receiving over sixty quick, successive sharp blows, at a welding heat. They are then scalded by the wood process.

NO ACIDS being used, and afterwards HAMMER POINTED.

Our nails, therefore, are in all points and purposes the same as the old fashioned hand and hammer pointed.

Some other manufacturers claim to make a Hot Forged Nail, but you will observe on all such a blunted edge near the point.

THE PUTNAM NAIL IS THE ONLY Hot Forged and Hammer Pointed HORSE SHOE NAIL Made by Machinery in the World.

We address these lines to HORSE OWNERS, because they are the parties most vitally interested. We feel assured that after ascertaining the facts, and giving the subject due consideration, they will INSIST that their horses be shod with the Hot Forged and Hammer Pointed Nail. A few months' trial will always continue.

The Putnam Nail Company, BOSTON, MASS.

P. O. Address, NEPONSET, MASS.

For sale by Z. C. M. I. and its branches.

WOOD! WOOD!! Cash paid for good, sound Quaking Aspen Wood, at the Paper Mill. Must not be less than Five inches in diameter. THE DESERET NEWS CO.

PAPER! PAPER!!

DESERET NEWS COMPANY, Manufacturers and Dealers in NEWS, PRINT, BOOK, MANILLA AND STRAW PAPERS!

Parties desiring any of the above, are invited to call and examine our Stock and Prices before purchasing elsewhere.

DESERET NEWS COMPANY, CORNER EAST and SOUTH TEMPLE STS., SALT LAKE CITY.

Utah Central Railroad.

NEW TIME CARD, APRIL 1, 1886.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

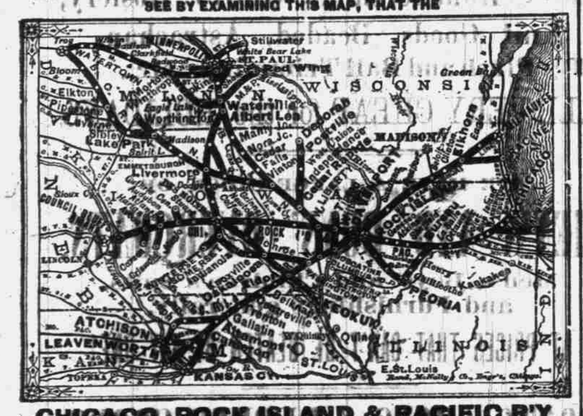
Going North.	Going South.
Atlantic Express at ..... 8.00 a.m.	Milford Express at ..... 7.20 a.m
Park City and U. & N. Express ... 4.00 p.m.	

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.	From South.
Pacific Express at ..... 7.50 p.m.	Milford Express at ..... 6.40 p.m
Park City and U. & N. Express ... 11.35 a.m.	

FRANCIS COPP, General Freight and Passenger Agt. JOHN SHARP, General Superintendent.

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



CHICAGO, ROCK ISLAND & PACIFIC R'Y

By reason of its central position, close relation to principal lines East of Chicago and continuous lines of railway West, Northwest and Southwest, is the only true middle-link in that transcontinental system which invites and facilitates travel and traffic in either direction between the Atlantic and Pacific.

The Rock Island main line and branches traverse Chicago, Joliet, Ottawa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Brooklyn, Grinnell, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, St. Joseph, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and villages.

THE GREAT ROCK ISLAND ROUTE

Guarantees Speed, Comfort and Safety to those who travel over it. Its roadbed is thoroughly ballasted with steel, its bridges are solid structures of iron and steel, its rolling stock is perfect as human skill can make it. It has all the safety appliances that mechanical genius has invented and experience proves valuable. Its practical operation is conservative and unofficial—its discipline strict and exacting. The luxury of its passenger accommodations is unprecedented, and unsurpassed in the world.

ALL EXPRESS TRAINS between Chicago and the Missouri River consist of comfortable DAY COACHES, magnificent PULLMAN PALACE PARLOR and SLEEPING CARS, elegant DINING CARS providing excellent meals à la carte, between Chicago, Council Bluffs and Kansas City, with RECLINING CHAIR CARS.

THE FAMOUS ALBERT LEA ROUTE

Is the direct, favorite line between Chicago and Minneapolis and St. Paul. Over this route solid Fast Express Trains run daily to the summer resorts, picturesque localities and hunting and fishing grounds in Iowa and Minnesota. The rich wheat fields and grazing lands of Interior Dakota are reached via Watertown.

A short desirable route, via Seneca and Kankakee, offers superior inducements to travelers between Chicago and Kansas City, Lafayette and Peoria, St. Louis, St. Joseph, Atchison, Leavenworth and Kansas City, with unsurpassed local and intermediate points.

All classes of passengers, whether business men, families and children, receive from officials and employes of Rock Island trains protection, respectful courtesy and kindly attention.

For Tickets, Maps, Folders—obtainable at all principal Ticket Offices in the United States and Canada—or any desired information, address,

R. R. CABLE, Pres't & Gen'l M'g'r, Chicago. E. ST. JOHN, Gen'l Tkt. & Pass. Ag't, Chicago. E. A. HOLBROOK, Ass't Gen'l Pass. Agt., Chicago.

MOST PERFECT MADE

Prepared with strict regard to Purity, Strength and Healthfulness. Dr. Price's Baking Powder contains no Ammonia, Lime, Alum or Phosphates. Dr. Price's Extracts, Vanilla, Lemon, etc., flavor deliciously.

PRICE BAKING POWDER CO. Chicago and St. Louis.

THE H. H. H. Horse Liniment puts new life into the Antiquated Horse! For the last 14 years the H. H. H. Horse Liniment has been the leading remedy among Farmers and Stockmen for the cure of Sprains, Bruises, Stiff Joints, Spavins, Windgalls, Sore Shoulders, etc., and for Family Use is without an equal for Rheumatism, Neuralgia, Aches, Pains, Bruises, Cuts and Sprains of all characters. The H. H. H. Liniment has many imitations, and we caution the Public to see that the Trade Mark "H. H. H." is on every Bottle before purchasing. For sale everywhere for 50 cents and $1.00 per Bottle.

H. H. MOORE & SON.

For Sale by all Druggists.

Soldiers, Attention!

ALL SOLDIERS ENTITLED TO PENSION, INCREASE, COMMUTATION, RESTORATION, or to Arrears of Pay and Bounty, Correction of Muster, Removal of Charge of Desertion or to a duplicate Discharge, can have their CLAIMS PROMPTLY ATTENDED TO, by addressing the undersigned.

Special Attention will be given to CLAIMS OF WIDOWS AND MOTHERS AND REJECTED CLAIMS which must, and especially when new evidence can be furnished. Specialty made of INCREASE.

BOUNTY LAND DUE TO SOLDIERS of the Old Wars and Three Months' Extra Pay, and PAY FOR HORSES furnished over to the Government during the last war, can still be collected.

The Address and Service of Old Mexican Soldiers Wanted.

The undersigned has had 14 years' experience in GOVERNMENT CLAIMS AT THE NATIONAL CAPITAL. Address

DELVA A. LOCKWOOD & CO., 619 F Street N. W., Washington, D. C. d&w

GO TO Beck's Hot Springs AND ENJOY THE LUXURY OF A BATH IN THESE EXCELLENT MINERAL WATERS, WHICH ARE HEALTHFUL AS WELL AS PLEASANT.

Do not get an idea that these waters are not as pleasant in the WARM as in the COLD weather. A trial will convince you that they will rest and do you good.

Wagons leave the city every hour for the Springs.

REFRESHMENTS of all kinds for sale on the Grounds, and every accomodation to meet the public want.

THE OMAHA & CHICAGO SHORT LINE OF THE Chicago, Milwaukee & St. Paul R'y.

THE BEST ROUTE FROM OMAHA TO THE EAST.

TWO TRAINS DAILY BETWEEN OMAHA

Chicago, St. Paul, Clinton, Rock Island, Elgin, Beloit, —AND— Minneapolis, Dubuque, Freeport, Madison, Winona, Milwaukee, Cedar Rapids, Davenport, Rockford, Janesville, La Crosse,

And all other Important Points East, Northeast and Southeast.

For through tickets call on the Ticket Agent at Salt Lake City, Utah.

PULLMAN SLEEPERS and the FINEST DINING CARS IN THE WORLD are run on the main lines of the Chicago, Milwaukee and St. Paul Railway, and every attention is paid to passengers by courteous employes of the Company.

R. MILLER, General Manager. A. V. H. CARPENTER, Gen'l Passenger Ag't. J. F. TUCKER, Ass't Gen'l Manager. GEO. H. HEAFFORD, Ass't Gen'l Pass. Ag't. J. T. CLARK, Gen'l Superintendent.

DESERET NEWS BOOK AND JOB Printing Establishment.

EVERY DESCRIPTION OF PLAIN AND FANCY JOB PRINTING EXECUTED PROMPTLY AND IN The Best Style of the Art

BOOK-BINDING AND PAPER RULING IN ALL ITS BRANCHES AT THE Deseret News Book-bindery

OFFICE—COR. EAST & EAST TEMPLE STS.

EVENING NEWS.

Wednesday, Feb. 2, 1887

FORTY-NINTH CONGRESS.

The Senate Appropriating with Great Liberality.

THE HOUSE DOING LIKEWISE.

The Proceedings in Either Quite Unimportant.

By Telegraph to the NEWS.

Senate.

WASHINGTON, Jan. 1.—In the Senate bills were reported from the committee and placed on the calendar as follows:

For the location and establishment of a home for disabled volunteer soldiers, west of the Rocky Mountains.

For a boat railway around the obstructions at the Dalles and the falls on the Columbia River.

The credentials of Algernon S. Paddock as senator from Nebraska for the term commencing March 4th, 1887, were presented and placed on file.

The Senate then resumed consideration of the sundry civil appropriation bill.

The consideration of the bill was interrupted to allow of the presentation of a message from the House requesting the Senate to return to the House with a duplicate copy of the Senate bill forfeiting certain lands of the Northern Pacific Railway grant.

In connection with the message, Dolph, one of the Senate conferees, made a statement

GIVING THE HISTORY

of the matter. He moved that the request of the House be complied with.

Ingalls objected, and the matter went over till to-morrow.

The railroad army bill was at 2 o'clock presented as unfinished business, but it was laid aside informally, and the Senate resumed consideration of the sundry civil appropriation bill.

McMillan offered an amendment appropriating $4,000 for the purchase of Carl Gutherz's picture, entitled "Farming in Dakota." Adopted.

On motion of Mahone, the amendments making appropriations for public buildings were adopted, as follows:

At Denver, Colorado, $25,000, the limit of the cost being fixed at $57,000.

At Nebraska City, Nebraska, $31,000.

Frye offered an amendment appropriating $35,000 for the purpose of entertaining and providing for the expenses of the International

MEDICAL CONGRESS

at its ninth annual meeting in Washington in September, 1887.

Plumb offered an amendment, which was adopted, providing that no part of the appropriation shall be paid as the personal expense of any delegate except on vouchers to be approved by the Secretary of the Interior.

Frye's amendment, thus amended, was agreed to.

Morgan offered an amendment instructing the Secretary of the Treasury to submit to Congress at its next session an estimate of the expenses for establishing a permanent party on the coast of Alaska for the survey of the bays, inlets and principal rivers on that coast. Agreed to.

Without disposing of the bill the Senate adjourned.

House.

WASHINGTON, Feb. 1.—The House passed, yeas 129, nays 95, the bill providing additional justices for the Supreme Court of the District of Columbia.

The House refused, yeas 112, nays 126, to consider the army bill, and took a recess, the evening session to be for the consideration of bills reported from the committee on military affairs.

The first bill called up at the evening session was that regulating the pay of officers of the army and navy who refuse or neglect to provide for the support of their families. The bill was passed.

The following bills were also passed:

The Senate bill authorizing the President to confer the brevet rank on army officers for gallant services in the Indian campaigns.

The Senate bill authorizing the Secretary of War to adjust and settle accounts for arms and ammunition and accoutrements between the United States and Montana Territory.

The House bill authorizing the Secretary of War to credit the

TERRITORY OF DAKOTA

with $27,650 for ordnance and ordnance stores issued to said Territory.

The House bill providing that the Adjutant-General's Department shall consist of one Adjutant with the ranks of Brigadier-General, four assistant Adjutants-General with the rank of Lieutenant-Colonel and six assistant Adjutants-General with the rank of Major.

The House bill appropriating $100,000 for the erection of a branch Soldiers' Home west of the Rocky Mountains.

The House bill granting a right of way to the Prescott & Arizona Railroad Company across Whipple barracks military reservation.

The House bill, authorizing the Fremont, Elkhorn and Missouri Valley Railroad Company to build its road across Fort Meade military reservation, Nebraska.

The Senate bill, granting to the Rio Grande and El Paso Railroad the right of way through the Fort Bliss military reservation, Texas.

The next bill called up was the Senate bill amending article 103 of the rules and

ARTICLES OF WAR.

To this bill the House military committee recommended a number of amendments. These amendments gave rise to a great deal of criticism, the principal point of attack being the section providing that the pay of officers on the retired list shall be 75 per cent. of the full pay they were entitled to receive when retired and no more.

In lieu of this section Bragg, of Wisconsin, on behalf of the committee, offered the proviso that hereafter no increase of pay shall be allowed or paid to any officer by reason of service on the retired list.

Bragg said that the retired list was the pension list of the regular army, and he was opposed to allowing men serving on that list for five years an increase of 10 per cent. in their pay. In view of the fact that there was no quorum present, Bragg withdrew the bill.

A number of private bills, practically removing the charges of desertion, were passed, and the House adjourned at 10:40.

CORRESPONDENCE.

HUNTINGTON, Emery County, January 26, 1886.

Editor Deseret News:

The appearance of this county is anything but inviting, as it has a sterile, forbidding appearance; in fact, it looks as though when the floods descended that this part of the country was where they struck the earth and washed it into deep washes, leaving flat-topped hills quite picturesque in appearance, some at a distance appearing feudal castles of antiquity; so much so that you expect to see the sentry pass along the battlements from tower to tower or to see coming toward you a train of armored knights with all the accoutrements of feudal warfare. One might, indeed, easily look upon one of the old castellated rocks and closing the eyes dream over and of those romances that we have read in youth and imagine that one of those scenes of fiction was before him, but awakening he finds himself in Castle Valley, Emery County, Utah, and sees around him the barren, dreary look that the country at a nearer view presents. And we venture to say that no people but the "Mormons" would have bought of redeeming it and causing it to yield to the husbandman. It is was naturally so forbidding and the labor to get the water out was so great that any people less united in their efforts could never have accomplished so great a task, at so great a risk, for the land before the water is applied looks as though nothing would grow. Yet by the use of fertilizers and the irrigation of it at proper times it can be redeemed and made to produce fine crops. The corn crop is exceptionally good. Vegetables of all kinds prosper and yield an abundance in answer to proper care. Price is the first town reached in this county and has sprung into some importance since so much freight has been shipped from that point, but our agricultural district is not yet fully developed. The ditch is lagging, but it is expected to be completed in the spring.

From Price

THE ROAD TO HUNTINGTON

runs south over a broken country. The town of Huntington lies on the south side of the creek, on a gradual sloping plane inclining to the east, and is platted in squares, the roads running north and south, and east and west. The town is one mile square and is building up quite rapidly. Water has been taken out at great expense, and they are enlarging the canals now made, and another large ditch is being taken out on the north side of the creek, that will, when completed, cover about seven thousand acres of land in the district called Cleveland, which lies about three miles northeast from Huntington.

A coal vein has been developed by D. C. Robbins about eight miles from Huntington, which yields a most excellent article of coal. The vein is about eight feet thick and has a solid rock ceiling and floor.

Two marriages took place in Huntington on Monday, the 24th. Miss Emma Jane Loveless, daughter of Sheriff Loveless, to Mr. A. D. Dennie. A feast and dance followed the ceremony, in which was manifest a great amount of enjoyment. Peace prevails, all seem to be prospering and none are in want of the necessaries of life.

L.

A VOICE FROM ARIZONA.

ELGIN, UNION Co., Oregon.

Editor Deseret News:

It has long been upon my mind to let my many acquaintances know how we are getting along, through your valuable paper. Five of us arrived here at Summerville Jan. 9th, 1886, leaving Santa Clara, Washington Co., Utah, April 21st. We found the weather very dry and the roads adusty. After two weeks' recreation we started work for the long coming winter. The country looked very nice, large timber and grass covering the hills, and wheat fields in every direction. A person coming to this country in the forepart of the summer would naturally think that of all good countries this was the best. But in my observation during the time I have been here, I have found it quite different. As there is no irrigation done, the soil requires a great deal of moisture, which it can only get from the clouds; so, if there are no rains during the summer, garden stuff on some ranches is of no value, and grain will mature but half. The climate appears to be healthy, though the air changes no less than twice a day and from that to four and five times. We have had a very mild winter so far, plenty of rain and wind, but very little snow—the deepest it has been was eight inches, which has all disappeared again. I believe wheat has a standing price of 40 to 48 cents per bushel this fall, and swine meat from eight to ten cents per lb., these being the only two articles raised for selling purposes. As to the manner of life pursued by the people, it is varied. Some lead a respectable life, while that of some is very rude and indolent. And as far as their honesty is concerned, it stands on a very little place. In the stores there are no set prices, the merchants simply getting all they possibly can for their goods.

It seems as though the "Mormons" are known and talked of in every part of the world, and all are working for the downfall of their principles, but in vain. I realize to some extent the duty and task that devolve upon those called abroad to promulgate the Gospel of Christ. It certainly takes men of courage; men who fear God, and have placed themselves on a foundation upon which they can build without danger, declaring the divinity of Christ and His Gospel. There are no "Mormons" whatever in this vicinity, and I see a vast difference in the way the people here live and the life of the "Mormons." They have no enjoyment whatever here. I never heard but one man ask a blessing upon his food, saying nothing about the morning and evening prayer, which Christ teaches in His discourses recorded in the New Testament.

If there are any who want to know particulars, I am willing to give what little information I can.

EMIL GROF.

A Boston man is now demonstrating the superiority of man to the lower animals by eating live frogs. He will croak in time.

An exchange thinks that the Chinese way of removing dandruff with sandpaper is the most effectual. Perhaps it is; but the common North American Indian has a plan which, though quite abrupt, is said to be reasonably sure.

Mr. Henry Mormann, Baltimore, Md., cared a severe cough with Red Star Cough Cure.

GRAEFENBERG CATHOLICON

An infallible remedy for all FEMALE COMPLAINTS Cures WEAKNESS, NERVOUSNESS, and GENERAL DEBILITY. This remarkable preparation is the only reliable remedy for the distressing diseases of women. Sold by Druggists.

PRICE $1.50 PER BOTTLE.

Many leading Physicians are using this Medicine in their practice.

GRAEFENBERG CHILDREN'S PANACEA.

Best Medicine for Children. 50 cents per bottle.

GRAEFENBERG CO., 111 Chambers St., N. Y.

W. FITCHEN, THE BUTCHER, Is still at his old stand, No. 34 W. FIRST SOUTH ST. Where he is pleased to see all his old customers and as many more as may favor him with a call. Telephone No. 22. In busy season, and this office promptly. ALL KINDS OF MEATS

TAX SALE.

WHEREAS, THE TERRITORIAL School and County Taxes assessed against and upon the property of Albert Hagen, for the year A. D. 1885, amounting to Two Dollars and Eighty-eight Cents ($2.88), remain unpaid;

Therefore, I, Leonard G. Hardy, Collector for Salt Lake County, Utah Territory, by virtue of the authority vested in me by the provisions of An Act of the Legislative Assembly of the Territory of Utah, entitled, "An Act to Provide Revenue for the Territory of Utah and the several Counties thereof," approved February 22, 1878, and of the amendments thereto, have levied upon the following named property, to wit:

The north half (N. ½) of the northwest quarter (N. W. ¼), and the northwest quarter of the northeast (N. W. ¼ of N. E. ¼) of Section Twenty-six (26), in Township One (1), South of Range One (1), East of Salt Lake Meridian, containing one hundred and twenty (120) acres of land, more or less, and will sell the same or so much thereof as may be necessary to pay the Taxes and Costs, at Public Auction, at the front door of the County Court House, Salt Lake City, on the 19th day of February, 1887, at 11 o'clock M.

LEONARD G. HARDY, Collector for Salt Lake County.

County Collector's Office, No. 5, County Court House, Salt Lake City, January 24th, 1887.

David James & Co. ARE CLOSING OUT Their Entire Stock of FIRE ON THE HEARTH STOVES! AT COST for THIRTY DAYS!

PLUMBERS, TINNERS, GAS AND STEAM FITTERS.

No. 67 EAST TEMPLE STREET.

TELEPHONE No. 479.

S. J. LYNN, Salt Lake. LUMBER YARD AND PLANING MILL. E. J. BRICKELL, W. H. KAMORN, Truckee, Cal.

SIERRA NEVADA LUMBER ASS'N. DEALERS IN LUMBER,

LATH, Shingles, Mouldings, Frames, Doors, Windows, Blinds, Wood Pumps, Packing Boxes, Builders' Hardware, Sash Weights, GLASS, Etc., Etc.

WOOD TANKS OF ALL DESCRIPTIONS MADE TO ORDER

STAIR BUILDING A SPECIALTY.

Hall Block South S. C. M. I. Depot. J. LYNN, Supt.

THE PRODUCERS OF CORTICELLI SILK HAVE A RECORD OF 46 YEARS SUCCESSFUL BUSINESS, Antedating and Excelling all Competitors.

CORTICELLI SPOOL SILK STANDS PRE-EMINENT AS THE SMOOTHEST and STRONGEST. CONSUMERS SHOULD AVOID INFERIOR BRANDS. REMEMBER THAT FLORENCE KNITTING SILK IS PEERLESS.

OUR ILLUSTRATED BOOK on Knitting (No. 5), will be sent on receipt of three 2-cent stamps.

SALESROOMS FOR WEST AND SOUTH: 317 Broadway, St. Louis; 88 West Third Street, Cincinnati; 26 Camp Street, New Orleans.

C. H. SAMPSON, Agent.

EXCELSIOR MANUFACTURING CO. CHARTER OAK STOVES

TIN PLATE, SHEET IRON, STAMPED WARE & TINNERS' TOOLS, 619-18 N. Main Street, St. Louis, Missouri.

FOR SALE BY Z. C. M. I., Sole Agents in Salt Lake City.

COAL! COAL! COAL! WE ARE NOW SELLING THE CELEBRATED Pleasant Valley and Anthracite Coals! ALSO CHARCOAL, COKE, PIG IRON, WOOD, Etc. SEND YOUR ORDERS TO 148 MAIN STREET, Next door South of Barratt Bros. P.O.D. foot of 2nd South and 5th West, near D. & R. G. Depot. TELEPHONE 211. SELLS, BURTON & CO.

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RED CROSS COTTAGE COLORS. HANDY PAINTS. PARKER'S CEMENT PAINT, QUALITY GUARANTEED. Cary, Ogden & Parker, Manufacturers of Paints. For sale by Z. C. M. I. and its branches.

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American Fork Co-op	American Fork
William Grant	American For
H. S. Lewis	Albion, Cassia Co., Idah
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Farmington Co-op	Farmington
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A. Hepler	Glenwood
C. W. Peck	Gentile Valley, Oneida Co., Id
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Kanab Co-op	Kanab
Willard Bishop	Kaysville
A. B. Griffin	Kanarra
J. C. Anderson	Kocharen
W. King	Kingston
A. Nadauld	Kanosh
S. J. Allen	Lewiston
William Yates	Lehi
George Morrison	Leamington
Joseph Irwin	Laketown
C. B. Robbins	Logan
J. W. Shepherd	Levan
H. Y. McMullen	Leeds
Barton & Co	Layton
S. C. Berthelsen	Lajara, Col
R. F. Jardine	Lewisville, Bingham Co., I
T. E. Jones	Lehi, Maricopa Co., Arizona
John King	Millville
Ed. Bungoyne	Montpelier, Idaho
F. E. Jones	Malad, Idaho
D. Van Wagenen	Midway
J. C. A. Welbye	Manti
Mendon Co-op	Mendon
J. H. Stott	Moroni
Lauritz Larson	Mount Pleasant
W. H. Stott	Meadow
Peter Rasmussen	Manassa, Colorado
S. M. Williams	Mayfield
Casper Christiansen	Muddy, Emery County
W. A. Pierce	Moab, Emery County
W. N. Stevens	Menan, Bingham Co., Idaho
S. Simonsen	Monroe
William Wood, sen	Minersville
W. J. Jolly	Mt. Carmel
P. C. Jensen	Manti
J. S. Fones	Mona
R. Fry	Morgan City
John Morgan	Mill Creek, S. L. County
J. H. Barber	Newton
John Nef	Nef's, East Mill Creek
L. A. Bailey	Nephi
S. Stevens	North Ogden
C. A. North	North, S. L. County
L. A. Pace	Nutrose, Apache Co., Arizona
Peter Andersen	Oak Creek
Thomas Chamberlain	Orderville
C. Crowshine	Oxford, Idaho
Joseph Hall	Ogden
J. K. Reid	Orangeville
S. P. Richards	Ogden
M. L. Gruwell	Oneida City, Idaho
Oakley Co-op	Oakley, Idaho
A. M. Findlay	Panaca, Nevada
J. W. Crosby	Pangeitch
L. W. Porter	Portsville
W. H. Branch	Price, Emery Co., Utah
J. H. Nuttall	Pima, Graham Co., Arizona
Paris Co-op	Paris, Idaho
J. F. Maddison	Providence
Gladys Coombs	Payson
J. D. Gibbs	West Portage
J. W. Bean	Provo
Paroweap Co-op	Paroweap
J. P. Barton	Paragoonah
C. J. Rohwer	Park Valley
Pleasant Grove Co-op	Pleasant Grove
M. J. Richards	Plymouth, Box Elder Co
G. D. Gibbs	Paradise
William Geddes	Plain City
W. C. Parkinson	Preston, Idaho
J. H. Harrison	Pardo
J. J. Marchant	Peoa
N. W. Anderson	Peterson
R. B. Gardner	Pine Valley
G. M. Pace	Park City
W. S. Peacock	Peacock, Emery Co
H. P. Mitter	Richfield
T. Gibbons	Rockport
M. W. Merrill, Jr	Richmond
John Snowball	Randolph
C. N. Smith	Rockville
W. Paul	Rexburg, Idaho
John Johnson	Redmond
J. E. Peacock	Sterling
William Bramwell	Springville
Spanish Fork Co-op	Spanish Fork
G. H. Crosby, Springerville	Apache Co., Ariz
Smithfield Co-op	Smithfield
Wm. McFadyen	Salina
L. Burkee	Soda Springs, Idaho
John Holt	So. Jordan
Thomas Yates	Scipio
Wm. M. Allred	St. Charles Idaho
F. R. Snow	St. George
D. P. Dalton	Samaria, Idaho
Rush Valley Co-op	St. John's, Utah
G. C. Overson	St. John's, Arizona
J. McLaws	St. Davids, Cochise Co., Arizona
A. Ingles	Sandy
Santaquin Co-op	Santaquin
T. J. Parmley	Scofield, Emery Co
J. N. Smith	Snow Flake, Arizona
J. Goodliffe	Taylorville
George Merrill	Sandy
Jonas M. Dalley	Summit
John McJanet	St. Joseph, Arizona
W. F. Lesser	St. John's, Apache Co., Arizona
R. Slade	Salt Lake City
Jesse M. Baker	Tyron, Idaho
James Lewis	Taylor, Arizona
E. W. Young	Scofield, Emery Co
R. W. Tuttle	Tyner P. O., Box Elder Co.
G. W. Stringham	Tremonton
T. J. Johnson	Tempe, Maricopa Co., Arizona
Tooele Co-op	Tooele
N. E. Jenkins	Trenton, Cache Co., Utah
John Batty	Tooperville
J. Phillips	Union
A. J. Workman	Virgin City
J. C. Sharpe	Vernal
W. Crosby	Wanship
Wellsville Co-op	Wellsville
E. Goff	West Jordan
N. P. Nuttall	Wallsburg
J. F. Moon	Woodland, Summit Co., Utah
O. M. Crawford	Washington
T. W. Brewerton	Willard
A. E. Eastman	Woodruff, Rich Co., Utah
J. E. Rees	Wolf
J. H. Clark	Weston, Idaho
J. D. Owen	Woodruff, Apache Co., Arizona
J. J. Robson	Xenon, Arizona