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; Milton Junction to Muscatine, Washington, Fairfield, Eddon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Stockton, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double berth, between Chicago and Council Bluffs and Kansas City, 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 warrants it, we now 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 C., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and 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. & St. L. Branch R.

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'r 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	8:00 a.m.
ARRIVE.	
Daily Express	6:15 p.m.
Mixed	6:40 p.m.
Freight	3:15 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 Missouri in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets to points in adjacent east at Bank of Utah, of McCornick & Co., Salt Lake City, and 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. B. H. CLARK, Gen'l Supt. d20

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and after November 5th, 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 08	60
Centreville	7 36	4 16	75
Farmington	7 50	4 29	1 00
Kaysville	8 12	4 53	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Names of Stations.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	7 40	3 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 60
*Wood's 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 6.50 a.m., arriving in Salt Lake City at 10 a.m.; leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 7.45 p.m.

☞ For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 200 weekly newspapers, or four lines in a different list of 50 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.

NEW ARRIVAL OF WATCHES & JEWELRY

The Choicest and Cheapest, Direct from New York.

-206 2m CARL C. ASMUSSEN.

J. PAYNE,

Manufacturer and Dealer in

Home-Made and Imported

BOOTS and SHOES

AT

BIG BOOT,

East Temple Street,

SALT LAKE CITY,

Has on hand a Fine Stock of his own manufacturing. Also a well-selected stock of IMPORTED GOODS. d205

CUSTOM WORK AND REPAIRING A SPECIALITY.

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, & 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 2.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 6.30 p m; Washington 9.00 p m next day.

5:15 p. m. Atlantic express, DAILY, With Drawing Room and Hotel Car.

Reaches Pittsburgh 12.15 p m; Harrisburg 10.55 p m; Philadelphia 3.50 a m; New York 6.45 a m; special Philadelphia sleeping car on this train, which remains in depot until 7.00 a m, affording Philadelphia passengers a full night's rest.

9:10 p. m. Night Express EXCEPT SATURDAY, With Drawing Room Sleeping Car.

Reaches Pittsburgh 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 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. E. MYERS, Gen'l Pass. and Ticket Agent. CHICAGO.

CHEAP DISINFECTANT!

MR. P. A. PASCOE will supply fine screened Quick Lime, suitable for disinfecting cesspools, and neutralizing all decaying organic substances for TWO DOLLARS PER TON, in large or small quantities, at his Pioneer Perpetual Lime Kilns, First North of Warm Springs, Salt Lake City.

☞ N.B.—Building and Plastering Lime of Best Quality always on hand.

d17 P. A. PASCOE.

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 Department, and engaged in Patent business exclusively, we can make closer searches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington. INVENTORS send us a model or sketch of your device; we make examinations and advise as to patentability free of charge. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED.

We refer to Washington, to Hon. Postmaster General D. M. Key; Rev. F. D. Power, The German-American National Bank, to officials in the U. S. Patent office, and to Senators and Representatives in Congress; and especially to our clients in every state in the Union and in Canada. Address

C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

SELECT SCHOOL.

MRS. M. E. RANDALL'S Select School will re-open in Morgan's College, Fourteenth Ward, on Monday, August 18, 1879. Also evening classes.

For further particulars concerning the school, apply to

M. E. RANDALL, Principal. College Building. d2w

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 23	8 05	60
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 49	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 06	11 50	1 95
	P. M.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 03	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 20	5 20	5 35

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M.	A. M.	
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	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	P. M.	
Springville	3 34	12 30	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 54	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at			
Sandy	5 40	3 40	4 65
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 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.

FOR SALE.

OR EXCHANGE for good City Property a FARM of 160 acres, five miles southwest of this city, partly fenced and cultivated, with team and farming implements. 300.

Apply to COOPER BROS., 146tf Under T. R. Jones Bank.

CHICAGO & NORTH-WESTERN RAILWAY,

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

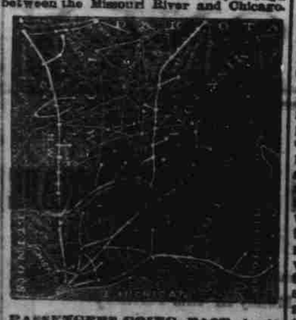
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & 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 via the North-Western Road. Examine your Tickets, and insist on his buying 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 Connon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 413 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 Ag't, Chicago.

EVENING NEWS.

Monday, September 1, 1879.

Correspondence.

DENVER, Colorado, August 29, 1879.

Editors Deseret News:

On the 21st inst. I left Salt Lake City, with Elder John Morgan, on a flying visit to the colony of our people now locating in San Luis Valley, on the Rio Grande, in Southern Colorado. Our route was by the U. P. R. R. to Cheyenne, thence over the Colorado Central, to Denver, and from that capital to Pueblo and Alimosa, over the Denver and Rio Grande narrow guage, the whole distance about 900 miles. We were met at Alimosa, on our arrival, at 8 30 p. m. of the 23d, by Bishop Hans Jensen and Brother Sprouse, who conveyed us on the following day, over a level, fertile plain, 20 miles, to the new town of Manassa. We held meeting with the Saints there on Sunday, Monday and Tuesday, which were well attended by many outsiders as well as our own people, and we had an enjoyable time. The Saints had been long expecting us and were much edified and refreshed by our visit. On Tuesday, some dozen or fifteen were baptized and confirmed, about half being first and the other half re-baptisms. We visited in the meantime, most of the families of Saints and a few Mexican Plazo's living in that region, and on Wednesday, the 27th, visited the site of Ephraim, and the ranch of Elder John Allan, across Conejos River and returned to Alamosa where we held meeting in the evening in a large hall. This morning I bid adieu to Elders Morgan, Jensen, Bertlesen and others and started on my return trip, accompanied by ex-Governor Hunt, who has been largely instrumental in constructing this pioneer narrow guage road, and not only encouraging our emigrants to locate here, but otherwise largely contributing to the development of this region of Colorado. Denver is truly a thrifty, enterprising town, as is also the northern and central portions of the State. Her merchants are enterprising, her farmers thrifty, her miners untiring, and prospectors almost innumberable. Her railroads are being pushed with a vim into the various mining centres. At present, pleasure seekers are thronging her hotels, watering places and mountain celebrities. We were about 13 hours riding 230 miles over the narrow guage road, from Denver to Alimosa, three of which were consumed in crossing the mountain from Leveter to Placer, a distance of 13 miles, rising to 9,337 feet above sea level, and at times 217 to the mile with numerous curves so sharp as to resemble a twisted mule shoe. A heavy engine is kept at the foot of the Leveter Pass, to take the trains over, but necessarily moves slow either up or down on account of the sharp curves as well as heavy grade. The San Luis Valley is 80 to 100 miles long, and in its greatest breadth is not less than 50. The Rio Grande enters it from the northwest, sweeping around to the southeast and south, passing into and through New Mexico. It receives from the southwest, Rock Creek, Jehora, Alimosa, Conejos and San Antonio rivers, and several others from the north and east sides, which supply San Luis valley with water. The streams are all lower new than they have been for many years, but the vast amount of hay land and numerous bayous and side channels show that ordinarily the valley is liberally watered. The Rio Grande and all its tributaries in this valley have gravel beds and run near the surface and can be carried over the land at comparatively little expense. The plain, for such it really is, inclines with the general course of the streams, and just enough to irrigate freely without washing. In some places it is slightly uneven, but generally quite level and smooth surface. The soil though varied seems generally good. In some places it is clay covered with greasewood, at others sandy loam somewhat mixed with clay and covered with rabbit brush, and other places vast bottoms covered with wire grass and other kinds, incident to moist lands in Utah.

The townsite of Manassa and its vicinity has gravel enough upon its surface to prevent the land from baking, while it adds warmth to the soil. It draws it water supply from the north branch of Conejos River, and is situated prominently in the plain, about one and a half miles west of the main stream.

The Saints' crops were generally light on account of being sown late in May, and often fed down with stock before being fenced, though older places visited, where crops were timely put in, both grain and vegetables of all kinds were excellent. Good water is obtained in wells from eight to 12 feet.

The valley has few inhabitants and far between. I am homeward bound, so adieu till we meet.

E. SNOW.

HIS SEVENTIETH BIRTHDAY.

A SURPRISE PARTY TO GENERAL CHARLES C. RICH.

On Thursday, August 21st, the sons and daughters and sons-in-law and daughters-in-law of Prest. Charles C. Rich, assisted by other members of his family, prepared a magnificent entertainment in the large school house, in Paris, Idaho. At one o'clock p.m., Charles C. Junr., being the eldest son present, proceeded to muster his numerous brothers and sisters into line, when in procession they waited upon the General, who with his wives occupying one carriage, preceded the procession to the place appointed for the entertainment. The company being seated, was called to order by the master of the ceremonies, and after singing, prayer, and a brief opening address by the representative of seventy summers, birthday gifts were in order, and were presented with choice mottoes, appropriate and loving sentiments that bedimmed many an eye with tears. Among the most noticeable presents were a handsome secretaire, a pair of worked slippers and case, a suit of broadcloth and two birthday cakes, made and presented by his daughters and ornamented by Mr. James Brown, of Salt Lake City, which would do honor to the birthday of a millionaire or prince. But these boys and girls held their father in greater respect and reverence than millionaire or prince was ever held.

To name the neckties, gloves, handkerchiefs, suspenders, hats, socks and underclothing with accompanying sentiments might be interesting to many of his numerous friends, but would require too much space in your valuable journal. I must however, name an elaborately artistic wreath, made by his eldest daughter, of hair taken from member of the Rich family, which will no doubt become an heirloom in the distant future.

There were present of the General's family, 84 souls, the absent sons and daughters with their children would have increased the number to over 100; which is not bad for one who ignored the order of Saint Benedict, until he was 23 years old. The absentees were represented by letter, and the Rich hearts all united in making this one of the happiest days of their father's life.

The dinner was gotten up and served in good style, and was really sumptuous, and their bonbons, the ice creams, the home brewed, the music, song and sentiment, together with the father's benediction, constituted a feast of reason and flow of soul, that will be remembered whilst eternity goes, and eternity comes.

Among the few guests was a gentleman who prides himself with being a Gentile. He has been among us several years, and we all like him, for unlike so many of that class in Salt Lake City, our Gentile is a honorable man and was among the happiest and most appreciative throughout the birthday ceremonies. The venison killed expressly for the occasion, by our Gentile friend, was discussed freely and appreciated thoroughly.

Some poetic effusions were composed for the occasion and read, and short speeches were delivered by Messrs. Hart and Osmond of the Stake Presidency, and Bishops Horne and Price, of Paris; and a full souled benediction on wives, children and friends, closed this memorable entertainment.

A general invitation was given to a ball in the evening, where you might have seen the aged and the young rejoicing together in the dance. The aged veteran of seventy and his youngest child, just turned eight, heading the set, and "tripping the fantastic" in the mazy dance, is a scene not often witnessed. Mr. Charles C. Rich, junior, master of ceremonies, did honor to the position. There was no jar or discord throughout the day, and when the small hours had arrived, the assembly retired, at peace with each other and with all mankind.

Respectfully,

Catarrhal POISON

Wei De Meyers' Treatise on Catarrh, explains the following important facts:

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

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

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

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

D. B. DEWEY & Co., Ag'ts, 48 Dey St., N.Y.

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

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. I. 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 121-2t &w

Ancient Things Newly Revealed!

JUST ISSUED FROM THE PRESS

THE BOOK OF ABRAHAM

Being a critical review of the work under that name, translated from Egyptian Papyrus by the Prophet Joseph Smith, with copious references to ancient and modern authorities, in support of its authenticity.

By ELDER GEO. REYNOLDS.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, in lieu of at sec... 50cts.

Dyspepsia is the costly price we pay for luxuries. All civilized nations suffer from it, more or less, but none so much as the people of the United States. It is here, in the New World, that this disease has become domesticated, and we, as a people, have threatened to monopolize its miseries. Let us check its further progress by the use of

Tarrant's Seltzer Aperient.

SOLD BY ALL DRUGGISTS.

BEWARE OF CHOLERA!

Also Colics, Spasms, Cramps, and like disorders, at this season of the year.

Dr. E. L. PLANT,

No. 7 Market Row,

Has a sovereign remedy that has been in use for 40 years. Price 50 cents and $1 per bottle, according to size. Satisfaction guaranteed or money refunded.

dsw 16 8 9 tf

C. P. R. R.

First-Class Excursion!

OGDEN TO San Francisco

AND RETURN.

Special, Limited, Excursion Tickets will be sold at the office of the CENTRAL PACIFIC RAILROAD, good only on the Express Train

Leaving Ogden

SATURDAY, SEPTEMBER 6, 1879.

Holders of such tickets will be allowed to stop over at "Sacramento" during the week of the holding of the

CALIFORNIA STATE FAIR.

As the Tickets will be good for the Return Trip until

OCTOBER 18th, 1879,

Excursionists will have ample time to visit

The Yosemite Valley,

The Geysers,

And other points of interest

On the Pacific Coast.

THE PRICE OF THESE TICKETS WILL BE

$55

OGDEN TO SAN FRANCISCO

AND RETURN.

Children under 12 years of age, half fare.

SLEEPING CAR ACCOMMODATIONS EXTRA.

The Special, Limited, Excursion Tickets are "Not Transferable," and the Agent will decline to sell to anyone refusing to affix his or her signature to the contract of the ticket (or order).

Stop-over Privileges

Will be granted westward at "Sacramento," and eastward (on the return trip) at any point at pleasure of the holder, within the limitation of the Return Ticket, which will be void after October 18th, 1879.

☞ All applications for these Special Excursion Tickets, as well as for Sleeping Car Accommodations, must be presented at the office in Ogden on or before September 5th, 1879. As the tickets are limited in number, no applications can be received on the day of departure.

Each Ticket has attached an "Order" for a Return Ticket, which Order must be presented by the original purchaser, in person, at the office of the C. P. R. R. Co., in the Railroad Building, corner of Fourth and Townsend Streets, San Francisco, on or before Wednesday, October 15th, 1879.

Special attention will be paid to the reservation of Sleeping Car Berths in advance, upon receipt of communications by letter or telegrams.

Addressed to

JAMES' FORBES, Agent C. P. R. R., Ogden, Utah.

d219

SIMMONDS' NABOB! WHISKY.

The PUREST and BEST FOR ALL Medicinal and Family Purposes

HAS BEEN SOLD IN ALL THE Eastern States, and given universal satisfaction. It is highly recommended by the Faculty in all cases of Nervousness, Weakness, Debility, Dyspepsia, Indigestion, etc. It is now introduced to the public of the Pacific Slope indorsed by the following certificates of the eminent Dr. S. Dana Hayes, State Assayer of Massachusetts, and both gentlemen prominent in their profession, and which is a guarantee to all buyers of its purity and quality. I can show thousands of letters from persons from all parts of the United States and Canada, to testify to its merits and the benefit it has afforded as a family remedy and tonic.

Sold by all Druggists and Grocers, in bulk or by the case or bottle.

Country Orders Promptly Attended to

LABORATORY AND OFFICE, No. 4, State Street, Boston, Sept. 9, 1878.

GEORGE SIMMONDS, Esq.—Sir: The sample marked "Nabob Whisky," received from you, has been analyzed with the following results:

It is of selected alcoholic strength and free from added flavoring oils, acids, metals, or other deleterious substances. This whisky is pure, of superior quality, and suitable for dietic and medicinal purposes.

Respectfully, S. DANA HAYES, State Assayer for Massachusetts.

ST. LOUIS, September 20, 1878.

G. SIMMONS, Esq.—I have been using your Nabob Whisky for some time, and have no hesitation in saying it is, without exception, the purest article I have used, either medicinally or for family purposes. To many of my patients who have been suffering from indigestion and nervous affections, I have prescribed Nabob Whisky for their use, and I take pleasure in saying to you the effect has been most satisfactory. Please send me by express six cases, and oblige

Yours, etc., truly, H. C. LOUDERBACK, M. D.

MR. G. SIMMONDS FROM KENTUCKY,

HAS APPOINTED

GODBE, PITTS & CO., *Agents for Salt Lake and vicinity.*

J. W. McNUTT & CO., *Agents for Ogden and vicinity.*

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

BEAR LAKE STAKE.

WM. BUDGE, President; JAMES H. HART, GEO. OSMOND, Counselors

Bear Lake County, Idaho.

BISHOPS.

Henry A Lewis, George Town; Joseph W Moore, Bennington; Chas H Robbins, Montpelier; H H Dairymple, Preston; P Jensen, Ovid; Edwin N Austin, Liberty; Henry J Horne, 1st ward, Paris; Robert Price, 2d " ; Wm Hulme, Bloomington; John A Hunt, St Charles; Robert Pope, Fish Haven; P F Lau, acting, Soda Springs; John Kunts, acting, Berne

Rich County, Utah.

Joseph Kimball, Meadowville; Ira Stebeker, Lake Town; Randolph H Stewart, Randolph; W H Lee, Woodruff

BEAVER STAKE.

JOHN R. MURDOCK, President; JOHN CARRUTHERS, M. L. SHEPHERD, Counselors

Beaver County.

BISHOPS.

Charles D White, 1st ward, Beaver; John X Smith, 2nd " ; Robert Easton, Greenville; Joe H Josephs, Adamsville; James McKnight, Minersville

BOX ELDER STAKE.

OLIVER G. SNOW, President; E. A. BOX, ISAAC SMITH, Counselors

Box Elder County.

BISHOPS.

Henry Tingey, 1st ward, Brigham; Alvin Nichols, 2nd " ; John D Burt, 3rd " ; John Welch, 4th " ; Orin A Perry, Three Mile Creek; Geo W Ward, Willard City; Peter C Jensen, Mantua; Thomas Harper, North; Abraham Hunsaker, Honeyville; John C Dewey, Deweyville; Oliver C Hoskins, Portage; Wm Neely, Bear River City; Arnold Goodliffe, Curlew; Samuel H Kimball, Grouse Creek

Oneida County, Idaho.

Geo Dunford, Malad City

CACHE STAKE

WM. B. PRESTON, President; M W. MERRILL, CHAS. O. CARD, Counselors

Cache County.

BISHOPS

Benjamin M Lewis, 1st Ward, Logan City; Henry Ballard, 2nd ward, Logan City; Robert Davidson, 3d ward, Logan City; Thomas X Smith, 4th ward, Logan City; William Hyde, 5th ward, Logan City; Robert Daynes, Hyde Park; Samuel Roskelley, Smithfield; Wm L. Skidmore, Richmond; William R Lewis, Lewiston; John Jardine, Clarkston; Wm F Rigby, Newton; Alma Harris, Benson; Henry Hughes, Mendon; William R Maughan, Wellsville; Orson Smith, Paradise; O. N. Liljenquist, Hyrum; George G Pitkin, Millville; Milton M Hammond, Providence; Harvey Dixon, Clifton

Oneida County, Idaho.

William F Fisher, Oxford; Alexander A Allen, Weston; Lafayette L Hatch, Franklin; Rasmus R