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 & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Ekron, Belknap, Centreville, Princeton, Trenton, Gallatin, Camden, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

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 that accompany all Through Express Trains. All get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warrants it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. 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, Kansas City, Leavenworth, and Atchison, such questions 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 L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At UTICA, with I. B. & W., P., F. W. & C., P. D. & E., I. B. & W., Ill. Mid., and T., P. & W. Rds.

At ROCK ISLAND, with C., Milwaukee & Rock Island "Short Line," and Rock Island & Peo. Rds.

At DAVENPORT, with the Davenport Division C., M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, 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,

E. ST. JOHN,
Gen'l Tkt. and Pass'g Agt.,
Chicago, Ill.

A. KIMBALL,
Gen'l Superintendent.

U. P. R. R.

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

LEAVE	
Daily	10.30 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	2.10 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 River in Nebraska, Kansas City, St. Joseph and Council Bluffs Railroads, and Missouri River lines 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, No. 1, Kinzie St., Chicago.

Gen. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 PASSENGER	No. 3 PASSENGER	FARES.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
Woodstock	7 13	4 08	60
Centreville	7 21	4 16	75
Farmington	7 36	4 33	1 00
Kaysville	8 12	4 52	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 21	7 10	1 00
Farmington	10 42	7 31	1 35
Centreville	10 54	7 44	1 60
Woods Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 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 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP,
Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD

EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 20	22	1 25
Neels	6 40	50	3 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Mills	11 20	112	6 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	9	50
Lemmington	3 00	25	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 20	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Freight, apply to

JOHN SHARP,
Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

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 East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 8.15 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 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 a. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 8.05 a. m; Philadelphia 8.00 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

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,	at 7.45 a. m.
" Jordan,	at 7.55 "
" Revere,	at 8.35 "
Arrives at Bingham	at 8.45 "
Leaves Bingham	at 2.55 p. m.
" Revere	at 3.30 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS:

Leaves Bingham	at 4.30 p. m
" Revere,	at 4.50 "
" Jordan,	at 5.25 "
Arrives at Junction,	at 5.35 "

J. G. KENNEDY,
Manager.

S. D. BUSAS,
Ass't Supt.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 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 18	8 00	50
Germania	7 23	8 10	50
Lovendahls	7 31	8 30	65
Junction	7 51	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
	P. M.		
Provo	9 37	12 45	2 50
Springville	9 58	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
Soma	11 28	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 20	5 20	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
Soma	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 20
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.

JOHN SHARP,
Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

EVENING NEWS.

Saturday, - - Dec. 4, 1880.

BY TELEGRAPH

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

REVENUE REPORT.

Raum's Recommendations.

WASHINGTON, 2.—Commissioner Raum reports that the internal revenue receipts for the year 1879 were $113,000,000, an increase of $2,750,000. The receipts for 1880 were $124,000,000, in the face of the reduction of the tobacco tax, an increase of $10,500,000. The same ration of increase is kept up the first four months of the present year, and bids fair to continue throughout the year, on account of the prosperous times, which seem likely to be better rather than worse. As Congress will, therefore, probably want to relieve the people from some taxes, he suggests bank checks, matches, patent medicines, perfumery, etc., bank deposits, savings bank deposits, and bank capital, all of which yielded $11,000,000. The tax should not be too speedily removed on matches, cosmetics, etc., as it would injure the trade of those who have them now on hand. The Commissioner thinks liquor, tobacco and their products will give an annual tax of $120,000, which sum will gradually be increased and be ample for the purposes of Government. He would continue the stamp tax on all medicated bitters containing over 20 per cent. proof spirits; bank taxes he would remit, first, because the revenue does not need them; and second, because they are unequally imposed. During the last four years and four months, 4,061 illicit distilleries have been seized, 7,339 persons arrested for running them, 26 United States officers and men killed and 59 wounded. In the past 16 months 1,120 stills have been seized. There will probably be a decrease in illicit stills henceforth, as legal distilleries soon run out the illegal ones whenever established. Additional legislation is needed to protect the United States officers in collecting the revenue. He takes issue with Secretary Sherman for taking from him the appointment of subordinates, and says the commissioner is better able to make these appointments than the Secretary of the Treasury is, and that while he is responsible for the conduct and honesty of his subordinates, he should have control of their appointment. The total cost of collecting for the year is $1,506,000, or 3.63 per cent. of the total amount. Next year's estimates are a trifle smaller. He gives details of the amounts collected from various articles, and says only an increase in revenue on tobacco is made in lower grades; othe s have fallen off, owing to the reduction of the tax. The price of tobacco remains unchanged, and consequently the only reason for larger trade in tobacco is the general business boom. Spirits have been largely increased in amount, 19,000,000 gallons being on hand July 1st, 1879, and 33,000,000 on the 1st of November, 1880. He fears business is on the eve of being overdone. Some 90,000,000 gallons were produced and deposited in distillery warehouses during the last fiscal year. General Raum makes some practical suggestions as to casks, etc.

The annual report of the Commissioner of Internal Revenue gives the following figures as the amounts of the aggregate collections for the year, in the districts named, Calif., $2,984; Nevada district, $60,455; Oregon, $76,982; Washington Territory, $27,018; Arizona, $26,984; Colorado, $168,259.

MORE FROM SECRETARY THOMPSON.

He Believes the "Jeannette" Safe.

Secretary Thompson says in his annual report that the Pacific Ocean opens to our future commerce its broadest and most profitable field. Upon the Atlantic it encounters such formidable European rivalry as can only be overcome, if at all, by persistent and vigorous measures of protection on the part of the government, but our acquisition of Alaska and the Aleutian Islands, and our treaty relations with Japan, the Sandwich Islands and Samoa, together with our present commercial intercourse with China and the East Indies, place us upon such equal terms upon the Pacific, with other powers, that it will be our own fault if the advantages now promised to our commerce shall be lost. An exchange of our products for those of the east is fast becoming a necessity to all Oriental people, and their interests, as well as ours, suggest the adoption of the most efficient measures on our part to increase our trade with them. Even in stores our manufactured goods are preferred to those of England, but they find their way there through the Japanese, with whom the Coreans have a treaty of amity and commerce. The benefits derived in this way, however indirect, would be greatly increased if the ports of that country were open to our merchant vessels. Our relations with the Japanese government are such that there is no reason to doubt its friendly agency in bringing about the result; it is confidently believed that it will be accomplished in a short time.

After detailing all that is known of the *Jeannette* expedition, in which he takes strong ground that the steamer is safe, the secretary proceeds to the consideration of the unsettled condition of affairs in Alaska. He reviews commander Beardslee's work in that field, if the *Jamestown* is withdrawn without the substitution of some authority with the proper degree of strength to maintain order, it is more than probable that acts will be committed by some of the lawless whites who will be drawn to Alaska by the very fact of there being an entire absence of law. This would undoubtedly tend to undo all the progress thus far accomplished, and throw the community again into anarchy. While citizens are now being drawn to the southeastern part of that Territory, and hopes of future wealth, which they expect to derive from its great natural resources of timber, fur, fish and minerals, the Territory needs only the protecting hand of government and security to capital, life and order which local laws and suitable judicial tribunals would give it, to advance rapidly in value.

Secretary Thompson, in his annual report, officially reiterates the opinion expressed in California as to the great importance of the Mare Island navy yard, and after describing its advantages of situation, the readiness with which its approaches can be defended, and the excellent construction of its building, he says: Everything connected with its recommends this navy yard to the favorable consideration of Congress. He says the apprehension of permanent injury to the navigation of the river in front of the navy yard is unfounded, the shoaling being created only by soft mud, washings from Napa Valley, which will be removed by dredging. The secretary warmly recommends an appropriation of $250,000, to continue the work on the stone dry dock, to complete the iron plating shops, to construct roads, extend timber sheds and repair a section of the floating dock. He says this dry dock, when completed, will be equal to any other in the world, and as a result of his personal examination he adds that the work, so far as executed, is admirably well done, and the interests of the public service and economy require that the remainder of it shall be expeditiously completed.

Indictments for Criminal Libel.

NEW YORK, 3.—The grand jury indicted to-day, Josh. Hart, Louis Post, Kenward Philp and Charles A. Byrne, of *Truth*, for criminal libel on Garfield; also indicted S. S. Morey for perjury.

The indictments against Philp, Hart, Byrne and Post charge the first-named for writing and the others for publishing on the 22nd of October last the editorial headed "Lying and Sticking To It," in the *Truth* newspaper; and also with publishing the alleged Garfield-Chinese letter and a *fac simile* of it; and by these means "unlawfully, wickedly and maliciously devising as much as in them lay to injure and vilify James A. Garfield and to bring him into public scandal and disgrace and deprive him of his good fame, credit and reputation; and to the great scandal and injury of James A. Garfield and against the peace of the people of the State of New York." These parties are all charged with criminal libel, the penalty of which is one year in the penitentiary and $250 fine. The bail given by Philp after the examination by Judge Davis was continued. Post and Hart came to the district attorney's office to-day to give bail, but Judge Cowing had gone home, and they were allowed to go on their own responsibility until to-morrow morning, when they will furnish the necessary bonds. It is probable now that Morey has been indicted for perjury, he will be removed from the House of Detention to the Tombs. All the indicted parties, it is said, will be arraigned in the court of general sessions on Monday next.

The Chinese Treaty.

It is announced that the second treaty drawn up by the United States commissioners and the Peking government, provides that Americans shall not import opium, carry the product coastwise or sell it. It is not known positively, the full report of the treaty not having been sent by cable, whether this is true or not, but it is not discredited, but thought quite likely, because the Chinese government has been long opposed to the importation of opium into China. American vessels were formerly largely engaged in the business of opium smuggling, but very little is done by Americans in that business now-a-days. The prohibitional clause will not affect the Americans, and it is probably inserted in the treaty by the Chinese as compelling the British to a similar agreement, as a large proportion of the revenue of British India comes from opium, and China is the greatest customer for Indian opium. If the Chinese have granted to the United States any special privileges in the new treaty, the British will ask to have similar privileges granted them. In that case the Chinese will be in a position to say: We will grant you the same privileges, but on the same conditions which the United States have accepted. This would put the British in a serious dilemma and force them to look the opium question squarely in the face. It is understood the Chinese government is more anxious to put a stop to the importation of opium than our government could possibly be to restrict Chinese immigration. Reports say our consuls have presented these facts to the State Department so forcibly that it is said we have willingly become the ally of China in encouraging a step that our country is desirous of taking toward the amelioration of her people.

The idea that a steamer has been fitted out at Baltimore and sailed for the west coast of South America for the purpose of breaking the Chilian blockade and getting into Callao, Peru, with munitions of war for belligerent Peruvians, is regarded as highly amusing by Chilians here. Now that the *Amazonas*, to say nothing of any other Chilian vessel, is cruising off the Peruvian coast eager for a fight, it should, they think, deter any one from attempting with any vessel less powerful than the *Amazonas*, to run into Peruvian ports. The truth is, they claim that any attempt to succor, not amounting to forcible intervention by some strong government, will be a failure, whether conducted by land or sea. Peru is completely prostrate and at the mercy of her triumphant enemy, who will crush her unless she is prevented by some mightier power than herself. It is thought the next mail from Panama will bring intelligence of some new seizure by the captain of the *Amazonas*, who seems, in his eagerness to make capture of contrabands of war, to have forgotten not only international courtesy but common prudence.

Life Saving Service.

The life saving service has 179 stations; 139 on the Atlantic, 34 on the lakes and six on the Pacific. The record of the service has surpassed any previous year. The casualties were greater than ever before; the highest previous number being 210, and this year they were 300. Of 1,989 persons on board these vessels, only nine were lost. Great relief has been afforded shipwrecked persons; besides the warnings given have saved many vessels from wreck. The estimated value of vessels involved is $2,616,000, and cargoes, $1,195,000. Of the total amount, $2,620,000 was saved. Inadequate compensation is fast driving men from the business and threatens to destroy its efficiency. The superintendent asks that the matter of pay be left to the discretion of the general superintendent, the present rate being $40 per month.

The Christiancy Case.

Part of Christiancy's defense, through Wm. H. Holschuck, upon whose affidavit ex-Minister Christiancy and his counsel, Robt. Ingersoll, relied to prove Mrs. Christiancy's infidelity, came to a sudden termination, to-day, by Holschuk, who is a clerk at the St. James Hotel, testifying that his affidavit was founded on mistaken identity and false statements made to him. The case is very likely to be dropped now.

BRIEF TELEGRAMS.

Vanderbilt is continuing his fight against Jay Gould.

Russia desires peace and will forego her own preferences to maintain it.

The Czar has arrived in St. Petersburg from Livadia in apparent good health.

The British fleet leave for Malta on Saturday, and the French for Toulon.

Pepperel cotton house at Biddeford burned with 500 bales. Loss $30,000.

Admiral Seymour has notified the other admirals of the dissolution of the combined squadrons.

The earnings of the Chicago & Alton road increased $27,000 the third week in November.

Republicans don't expect the session will have time to pass the appropriation bill; democrats do.

The Beckwith Hotel, at Oshkosh, Wis., has burned, a boarder suffocated by the smoke and a waiter is missing.

The Denver & Rio Grande road gained $84,000 the fourth week of November, and for the month $278,000.

The first tax to go in the next Congress, will be that on matches, which would reduce the price of matches 40 per cent.

Senator Edmunds thinks Georgia's electoral vote will be questioned, as they choose to obey State rather than national law.

The President's Message will be very long, some 15,000 words. It contains nothing startling, and generally relates only to known facts.

Director Burchard, of the Philadelphia mint, follows suit in a long report to Congress. It bristles with figures, and as an entirety is uninteresting.

Germany and France have not agreed to oppose Servia's becoming a kingdom, but to urge moderation on the part of Greece respecting her frontier difficulty with Turkey.

California wool in Boston has been in demand, and 578,000 pounds of fall and spring have been sold at from 13 to 38, including 220,000 pounds of choice northern fall at 28 @ 32.

NEW YORK TRADE.

BENEDICT, HALL & CO.,

BOOTS & SHOES

Nos. 134 and 136 Grand Street,
Corner Crosby,
NEW YORK.

THOS. M. ARGALL & CO.,

MANUFACTURERS OF

MEN'S & BOYS' CLOTHING!

330 BROADWAY,

JNO. E. COWLES, NEW YORK.

BRINCKERHOFF, TURNER & CO.,

109 Duane Street, New York,

Manufacturers of and Dealers in COTTON SAIL DUCK, "Woodberry," Druid Mills, "Pelhemus" and other favorite brands, all numbers—Hard, Medium and Soft.

DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY

COTTON CANVASS of all numbers—14 to 150 inches wide, for Deck—Car—Trunk—Machine Aprons and Wagon Covering.

Other purposes, constantly in store and made to order. Agents for

U. S. Bunting Co., U. S. Standard" & "Eagle" by the Case or less quantity.

These Goods can be obtained at Z. C. M. I

USE

CLARK'S TRADE O.N.T. MARK SPOOL COTTON.

GEORGE A. CLARK,

SOLE AGENT.

The BEST and MOST POPULAR Sewing Thread of Modern Times.

BEWARE of IMITATIONS.

A COMPLETE ASSORTMENT FOR SALE BY

Z. C. M. I.,

Branches and Dealers Everywhere. d9m

SAPONIFIER

Is the "Original" Concentrated Lye and Reliable Family Soap Maker. Directions accompany each can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Can be obtained at Z. C. M. I. and its Branch Stores.

PENN'A SALT MANUF'G CO.,
PHILADELPHIA.

d1y

CHICAGO TRADE.

JAQUES'

Flavoring Extracts

JAQUES' ESSENCE JAMAICA GINGER, MADRAS' LIQUID & AUNDRY BLUE, JAQUES' LEMON SUGAR, ATWOODS' VERBENA AND DAISY TOILET SOAPS.

MANUFACTURED BY

Durant, Jaques & Atwood,

CHICAGO. d1y

W. & B. DOUGLAS,

Manufacturers of

PUMPS,

Hydraulic Rames, Garden and Fire Engines,

Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses; 85 and 87 John St., New York and 197 Lake St., Chicago, Ill. Works founded in 1832. Highest medal awarded them by the Universal Exposition at Paris, France, in 1867; Vienna, in 1873; Philadelphia in 1876; also at Paris in 1878. d1y

CHAS. EMMERICH & Co.,

Wholesale Dealers Exclusively in

FEATHERS,

285-287 Madison St., Near Bridge, Chicago.

Our goods are kept by all Leading Houses in the Territory. d1y

KEITH BROTHERS,

MANUFACTURERS AND JOBBERS OF

Hats, Caps, FURS, AND STRAW GOODS,

—AND—

MEN'S FURNISHING GOODS,

BUCK GOODS, ETC.

246, 248, 250 & 252, Madison Street,

CHICAGO. d1y

WM. PETERSEN

—THE—

BUTCHER,

1225 First South Street, Second Shop from East Corner,

Dealer in all kinds of MEAT in season. Give him a call and try the quality of the Meats he sells.

Kinds of SAUSAGES a Specialty.

WATSON BROS.,

STONECUTTERS AND BUILDERS

TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.

South side of South Temple Street, a little East of Eagle Gate.

BENJ. F. GRAFTON, STORY B. LADD, HALBERT E. PAYNE,

Late Commissioner of Patents.

PATENTS.

PAINE, GRAFTON & LADD,

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NOTICE.

In the Probate Court of the County of Davis, Territory of Utah.

IN THE MATTER OF THE ESTATE OF JOHN ELLIS, DECEASED.

Order to show cause why Order of Sale of Real Estate should not be made.

HARRIET ELLIS, THE ADMINISTRATRIX of the Estate of John Ellis, deceased, having filed her petition herein, duly verified, praying for an Order of Sale of a portion of the real estate of said decedent, for the purposes therein set forth.

It is therefore ordered by the said Court, that all persons interested in the Estate of said deceased, appear before the said Probate Court on Monday, the 13th day of December, 1880, at ten o'clock in the forenoon of said day, at the court room of said Probate Court at the Court House in said County of Davis, to show cause why an order should not be granted to the said Administratrix, to sell so much of the real estate of the said dece