THE 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, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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. You 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 warranting 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, 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 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 PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & 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 OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with H. St. J. 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,

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

U. P. R. R.

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

LEAVE.

Daily	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	2.15 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 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 McCormick & 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.
C. H. CLARK, Gen. Supt. d90

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	
*Wood's Cross	[illegible]	[illegible]	30
Centreville	[illegible]	[illegible]	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 36
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 30	1 30
Centreville	11 04	7 41	1 53
*Woods Cross	11 13	7 53	1 71
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City at 6.40 a. m., arriving in Ogden at 11.50 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 a. 6.30 p.m.

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

UTAH SOUTHERN RAILROAD.

To take effect June 15th, 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	30
Germania	7 22	8 10	30
Lovendahls	7 28	8 25	50
Junction	7 37	8 35	60
ARRIVE AT			
Sandy	7 40	8 45	80
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 50	11 35	1 80
Pleasant Grove	9 00	11 59	1 95
		P.M.	
Provo	9 37	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	[illegible]
Mona	11 29	3 40	[illegible]
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	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 00	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 00
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	[illegible]	[illegible]	[illegible]
Provo	[illegible]	[illegible]	[illegible]
Pleasant Grove	[illegible]	[illegible]	[illegible]
American Fork	[illegible]	[illegible]	[illegible]
Lehi	[illegible]	[illegible]	[illegible]
Draper	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Sandy	[illegible]	[illegible]	[illegible]
LEAVES			
Sandy	[illegible]	[illegible]	[illegible]
Junction	[illegible]	[illegible]	[illegible]
Lovendahls	[illegible]	[illegible]	[illegible]
Germania	[illegible]	[illegible]	[illegible]
Morgan	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Salt Lake	[illegible]	[illegible]	[illegible]

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.	Fare.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	[illegible]
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P.M.		
Juab	1 30		
Mills	2 15	9	[illegible]
Lemmington	3 35	26	1 [illegible]
Riverside	5 05	43	2 [illegible]
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.

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 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 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 3.50 a. m.; Baltimore 7.45 a. m.; Washington 9.05 a. m.; Philadelphia 8.00 a. m.; New York 10.35 a. m.; Boston 8.40 a. 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 [illegible] "
" Revere,	-	at [illegible] "
Arrives at Bingham	-	at [illegible] "
Leaves Bingham	-	at 2.50 p. m.
" Revere	-	at [illegible] "
" Jordan	-	at [illegible] "
Arrives at Junction	-	at 4.05 "
ON SUNDAYS:		
Leaves Bingham	-	at 4.20 p. m.
" Revere,	-	at 4.50 "
" Jordan,	-	at 5.25 "
Arrives at Junction,	-	at 5.35 "

J. G. KENNEDY, Manager.
S. D. BEANE, Ass't Supt.

DANGER IN DISGUISE!

Summer Pestilence Unearthed: its Causes Explained and Some Timely Advice About How to Avoid it.

CERTAIN VALUABLE FACTS MADE PUBLIC.

It is well known that hot weather brings sickness, and that few people go through the summer without unpleasant symptoms. The mouth becomes dry and parched, the tongue furred and white, the pulse irregular, the head feverish, the body cramped and the limbs swollen and tired. Ladies especially, with their natural delicacy and tendency to female troubles, find the hot weather almost unbearable, while Little Children are dying every day from exhaustion and because Parents neglect precaution and care. A prominent and well known physician of New York asserts as his positive belief that more than three-fourths of all so-called Summer complaints arise from disordered secretions, and that these secretionary organs, which, by being out of order cause so much trouble, are the Kidneys and Liver. These organs are the governors of the system, and by their movements the other parts of the body are regulated. The brain controls the life, but the lower part of the body rules the health.

There is one, and only one known vegetable that will absolutely regulate and control the Kidneys and Liver at all times, and thus prevent the many dangers of the Summer. That vegetable (a West India leaf,) is used as the basis of Warner's Safe Kidney and Liver Cure. It is pure, pleasant to the taste and absolutely certain in its results. It keeps those who intelligently use it in perfect health, and cures those whose secretions are deranged. For all urinary complaints of either sex it is infallible. For all bilious troubles it is certain. For the hot season it is invaluable, and it should be used upon the approach of the slightest symptoms. It may save your life or that of some dear friend; it will certainly prevent much suffering.

No remedy in America has ever received such high and enthusiastic commendations, and it is warmly

Endorsed by the Profession, the Press and the People.

An Editor's Escape.

OFFICE OF THE "INDUSTRIAL ERA," ALBIA, IOWA, May 29, 1880.

TO WHOM IT MAY CONCERN:

I take great pleasure in making the following statement: I have been afflicted with a disease of the kidneys for the past two years and have tried numerous remedies with only partial and temporary relief. Warner's Safe Kidney and Liver Cure was recommended to me, and after taking it the pain and distress left me, and I am to-day feeling *strong and well*. I am perfectly satisfied that Warner's Safe Kidney and Liver Cure is the medicine needed and can cheerfully recommend it to others. G. W. STAMM.

A Doctor's Certificate.

I hereby certify that I have been a practising physician for twenty-seven years, and for many chronic cases in my practice do recommend Warner's Safe Kidney and Liver Cure. It was upon my advice that G. W. Stamm, the editor, obtained this valuable remedy. A. A. RAMSAY, M. D.

A Pastor Made Happy.

I have been greatly troubled with my kidneys and liver for over twenty years, and during that entire time I was never free from pain. My medical bills were enormous, and I visited both the Hot and White Springs noted for the curative qualities of the water. I am happy to say I am now a well man, and entirely as the result of Warner's Safe Kidney and Liver Cure. With such glorious results, I am only too glad to testify regarding the remedy which has made me so happy.

(REV.) P. F. HARKLEE.
Coal Run Crossing, Arkansas.

An Educational Endorsement.

The Rev. C. A. Harvey, D. D., of the Howard University, of Washington, has written the following letter:

GENTLEMEN—I take great pleasure in stating that I have for two years past been acquainted with the remedy known as Warner's Safe Kidney and Liver Cure, and that in some cases which had been given up by practitioners of both schools, the speedy change wrought by this remedy seemed but little less than miraculous. I am convinced that no remedy for kidney troubles heretofore discovered can be held for one moment in comparison with it. Respectfully yours,

C. A. HARVEY.

Arousing its Readers.

An alarm of fire at midnight is a startling thing, but not half so startling to many who hear it as would be the sudden knowledge of their own dangerous physical condition. Thousands of thousands are hurrying to their graves because they are carelessly indifferent to the insidious inroads of disease and the means of cure. It is the mission of H. H. Warner & Co., with their Safe Kidney and Liver Cure, to arouse men to a sense of their danger and then cure them.—*Memphis Appeal.*

The Friend of Delicate Ladies.

Warner's Safe Kidney and Liver Cure is the remedy that will cure many diseases peculiar to women. Headaches, neuralgia, disordered nerves, weakness, mental shocks, and kindred ailments are effectually removed by its use.—*The Mother's Magazine.*

Its Grand Reputation.

Warner's Safe Kidney and Liver Cure has reached a reputation that is not limited by the confines of section or country. There are no injurious substances nor false and temporary stimulants in the preparation. It is purely vegetable and compounded under a formula that has passed severe tests and won endorsements from some of the highest medical talent in the country.—*New York World.*

Journalistic Opinions.

Our exchanges come to us bountifully laden with commendatory notices of the wonderful cures effected in diseases of the kidneys and liver, and especially of dropsy, by the use of Warner's Safe Kidney and Liver Cure used in connection with Warner's Safe Pills. We feel sure if our friends who are suffering from like troubles would use these remedies they would be benefited.—*St. Alban's Advertiser.*

"It is the Only Thing."

PEEKSKILL, N. Y., April 13, 1880.

MESSRS. H. H. WARNER & CO.:

GENTS—My wife has been suffering for the past five years from the results of a premature birth, and during that time she has been under the doctors' care and treatment, for a disease peculiar to the female sex, and generally named as a *falling of the womb*. After a thorough examination the doctors finally concluded she had inflammation of the bladder, and changed their treatment accordingly, but as before without helping her in the least. We at last despaired of her ever being any better, and after expending an enormous amount of money—gave it up. But a little while ago one of your pamphlets having been left at my house, and her symptoms being so accurately described therein, we concluded to try your Safe Kidney and Liver Cure, and I can truly state that after five years of faithful trial of physicians, this is the only thing that has done her the least good. Sincerely, G. B. WOOD.

"The Best and Only Efficient."

628 L. St., WASHINGTON, D. C., June 3.

H. H. WARNER & CO.:

GENTLEMEN—I have known of the remedy called Warner's Safe Kidney and Liver Cure, and can personally testify to its efficiency in kidney and liver troubles. I can truthfully say that in my opinion it is the best and only efficient remedy for such troubles ever brought before the public.

Yours very truly,
(COL.) JOHN K. MCCHESNEY.

This Great Natural Remedy, which has received so many enthusiastic endorsements and has performed such universal cures in *all* diseases of the urinary organs, is for sale by Druggists in every part of the world. Those who have never tried it should not fail to keep it on hand; those who have tried it and know its merits, would not be without it for a moment. It effectually avoids all

SUMMER DANGERS,

and furnishes the most complete and certain of

Seasonable Safeguards

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EVENING NEWS.

Thursday, Oct. 21, 1880.

REFORM SPELLING.

No. 5.

Editor Deseret News:

The National Association of Great Britain for the promotion of social science had this matter before them in print, which was red to the congress at Cheltenham. It was referd to the education department, which raised a special committee upon it, who have given it much attention, and finally passed unanimously a resolution in favor of an alternativ method of spelling. They say: Such an alternativ method would be at once useful: 1st. For indicating the pronunciation of any word or name that may not be familiar to ordinary readers. 2nd. For teaching the proper pronunciation of words in schools, and thus cure vulgarisms. 3d. For representing different dialects of foren languages. This alternativ method, if generally approved, would gradually become a concurrent method, and perhaps eventually would hav generally displact the present irregular spelling (just as the Arabic numerals hav generally displact the Roman numerals). In the mean time it would serv to indicate the direction in which any partial reforms of the current spelling should be made.

The dropping of silent letters has a wide trial; it costs nothing and saves time and space. The elevn words of the Filological Association ar the favorit change. Many articles with letters dropt and other changes have appeared in the educational journals and in the correspondence of the popular newspapers. Among the droppings ar: ue from demagog, dialog, catalog, and all that class of words, *me* from program, gram and similar words, the final *te* from such words as cigaret, etiquet, coquet, etc., except gazett when it is the name of newspaper. The six rules ar begining to be used extensively as the elevn words do not occur often enuf. They ar a little more than a protest against the old spelling.

Fears ar exprest lest independent action will lead to the loss of all uniformity, to the introduction of all sorts of dialectic pronunciation into the litterary speech, and to the destruction of litterary property. "Once given over to fonetic spellers," they say, "the written language and pronunciation will change every few years and chaos will be perpetual."

Scholars formally recognize that there is, and ought to be standard speech and standard writing. Fonetic spelling does not mean that every one is to write as he pronounces, or as he thinks he pronounces. There ar all sorts of peo- ple. Every litterary language is an ideal. Nobody speaks it perfectly. The litterary or standard language is a collection of the most of the best words and forms prevailingly spoken by the most of the best of the race.

"A clear distinction," says Prof. March, "is to be made between orthografy and orthoepy. The work of the orthoepist is to observe the ways in which all sorts of people pronounce, and to decide which is the prevailing pronunciation of the most cultured—to decide which is the standard pronunciation. The orthografer tells how to represent this pronunciation in writing. Worcester, Webster, Walker, Phelps, ar orthoepists. They have certainly many nice and difficult problems to solve. But the spelling reformers enter into their labors. They take for granted that there is a standard pronunciation. They wish to see it represented by simple and reasonable alfabetic signs. They hav to do with writing, not pronunciation."

We are not left without a standard, nor are we in danger of a perpetual change. On the contrary, fonetic printing will soon establish a fixt relation in the minds of the people between the written and spoken forms, so that each will stedy and maintain each other.

There will of course be inconveniences still. Says Prof. March:

"Language is not perfect and no spelling will cure its defects. It is a defect, for example, that the same sound has different meanings, for we may not know sometimes which meaning is intended. If one say he gave a boy a box, it may not be plain whether it was a Christmas box or a box on the ear. This defect may be remedied in the written language by writing the word differently for each different meaning. The Chinese is written in that way, and English has many examples of it: *wholly, holy* look quite different; so *flour, flower; sole, soul; wright, rite, right, write.* Whether this is a gain on the whole, depends upon whether the embarrassment caused by the ambiguity is greater than the trouble of learning the variant spellings and the exposure to using them wrongly. It may be agreed that *box* shall be written for a slap, *boks* for the Christmas gift, *bochs* for a hunting-seat, *boes* for a chest, *boghs* for the tree. Will the gain be greater than the loss of time in fixing all this in memory? One thing is clear; the learning of different spellings is long and hard work, and necessary. Every one would be sure to be puzzled by the distinctions a hundred times before he escaped his spelling. One might not be puzzled in a lifetime by the ambiguity. The connection almost always makes the meaning plain, and when it does not a synonym of explanation is added, as teachers in giving out such words to be spelt, mention the meaning of each. This is nothing strange; we have to define, limit, repeat all the time as we write, if we wish to be clear."

As soon as many persons will accept with indifference a considerable amount of amended spelling, a business of printing newspapers and general literature in it will be establisht. The removal of duplicate consonants saves 1.6 per cent., of silent e's, 4 per cent. According to Mr. Gladstone, in the New Testament printed by Mr. Ellis in fonetic spelling, 100 letters were reduct to 88. Seventeen per cent is a living advantage.

And so we shall go on and improve our spelling as well as our associations, societies, meetings, conventions, railroads, telegrafs, etc., etc. The change must come. No one wishes there should be none. We hav the means, and why can we not improve as much in one year as our fathers could in one hundred, three centuries ago? ADVANCE.

Remarkable Jump by a Carson Valley Grasshopper.

The Carson (Nev.) *Appeal*, in a recent issue, says: Some weeks ago John Mackay was sitting in the Gould and Currie office reading about the "Jumping Frog of Calaveras," when an idea occurred to him that some sort of a trick like that would be a splendid thing to ring in on Maurice Hoeflich, the mining expert. Hoeflich is around the office a good deal, and whenever he takes lunch with Mackay he is sure to get in some sort of a dispute and offer a bet. Mackay don't like betting and frowns it down unless he thinks people are trying to bluff him. At last he determined to cure Hoeflich of his habit and find where the weak spot in his armor lay.

One day he saw Hoeflich on the stoop playing with an enormous grasshopper, which he was teaching to jump. Hoeflich's grasshopper could jump twenty-three feet, and it wasn't long before he remarked to Mackay:

"I'll bet $2 dot you cand find a hinsect to peet him."

Mackay bet $10 that he could beat it, and Hoeflich raised him $20 at once. The bet was closed, at these figures, and Mackay said he would have the hopper there in a day or so. He then sent a trusted emissary down to Carson Valley to secure a contestant for the winged steed of Hoeflich.

The man spent nearly a week roaming in Carson Valley catching hoppers. He finally sent an official report to Mackay, stating that he had caught over three thousand grasshoppers and put them through their paces. The best gait any of them had was seventeen and three-quarter feet. He doubted if a bigger jumper could be secured. On receipt of the letter the Bonanza Prince telegraphed to the man to bring him up anyway.

The next day he arrived with about a dozen hoppers from Farmer Treadway's, and Mr. Mackay gave them quarters in his room as Vanderbilt would stable his stud. Each hopper had a cigar box to himself, and every morning they were taken out and put through their paces. It was impossible, however, to get one to jump over 18 feet, although all sorts of invigorating food was given them.

Mr. Mackay was in despair, but one morning a hopper sniffed at a bottle of ammonia on the table and immediately jumped 30 feet. After making a few experiments it was found that one whiff of ammonia so enlivened them that they could make jumps that were almost incredible. Next day Mackay announced to Hoeflich that he was ready for the match. The expert was ready at 9 o'clock, an hour before the time, with his pet hopper. Not finding Mr. Mackay in, he sat down in his study, and there noticed the bottle of ammonia. While he was examining it, Bridget, the old and faithful domestic of the Gould & Currie firm, came in with:

"Don't be techin' that numonia, Mr. Hoeflich. It's to make Mr. Mackay's hoppers sprightly. Bedad, I belave by the robes of St. Patrick, he's out o' his senses since the pump broke at the north ind."

Hoeflich pumped the domestic and soon knew all about Mackay's game.

A light broke upon Hoeflich; grabbing the bottle he rushed up street to Perkin's drug store, threw away the ammonia, ordered it filled with chloroform. In ten minutes he was back, and leaving the bottle where he found it got out of the place as fast as he could.

Mackay soon arrived with half a dozen mining superintendents he had invited up to see him have some fun with Hoeflich.

They were hardly seated when Hoeflich came in with the hopper in a cigar-box under his arm.

"I vas a leetle late, Mr. Mackay, but I'm here mid der hopper and der coin."

He laid down the money, which was covered promptly.

"Anyone else to ped?"

Joe Stewart laid down $100.

John Kelly put up $50.

Warren Sheridan stepped in for $200.

Hank Smith wanted a like amount.

Sam Jones had only $60, but he put it up.

Then a few got into the corner of the room and concluded it was a shame to rope Hoeflich in in that way, and finally agreed to give the money back after they had won it. Mackay then bantered Hoeflich to raise the pot 100 shares of Union Con. Hoeflich wrote an order on his broker and remarked:

"Dar's no limits to de bets, gentlemen, de coin speaks."

Nearly every man doubled his bet, and then Mackay got behind Sam Jones and let his hopper sniff of the ammonia bottle which held Hoeflich's chloroform.

Time being called, the hoppers were placed side by side on the piazza, and at the word "go" each insert was touched on the back with a straw. Hoeflich's grasshopper described a semi-circle in the air and scored twenty-four feet. Mackay's gave a lazy lurch of some four inches and, folding its legs across its stomach, fell fast asleep. Jones swore that he could hear it snore.

Hoeflich walked back into the room, swept the coin into a canvas sack, and Mackay wrote out an order for stock. Hoeflich went up the street with his hopper under his arm, leaving the others too astonished to speak.

Presently Sheridan put the ammonia bottle to his nose and called Mackay's attention to the smell.

"Chloroform, by gracious!"

Then the Milesian woman who was the cause of all the mischief, appearing with a broom, announced that it was "swaping' time" and the crowd dispersed, each going in different directions.

As Mackay started for the Union shaft he remarked:

"That fellow Hoeflich does play in d—d queer luck."

And to this all hands inwardly agreed.

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Held in the New Tabernacle, Salt Lake City, August 12th, 13th and 14th, 1870.

To which is added the Correspondence prior to the Discussion between the Rev. Dr. J. P. Newman and Prest. Brigham Young. Also

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The southwest quarter of Lot 4, Block 61, Plot C, Salt Lake City Survey, containg fifty square rods. Five rods fronting on North Temple Street and ten rods fronting on Sixth West Street, more particularly described and bounded as follows: Commencing at the southwest corner of said Lot 4, thence north ten rods, thence east five rods, thence south ten rods, thence west five rods to the place of beginning.

THEO. McKEAN,
Administrator.

Salt Lake City, October 5th, 1880. td

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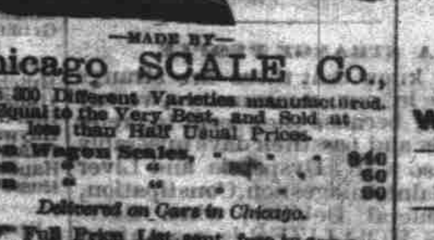

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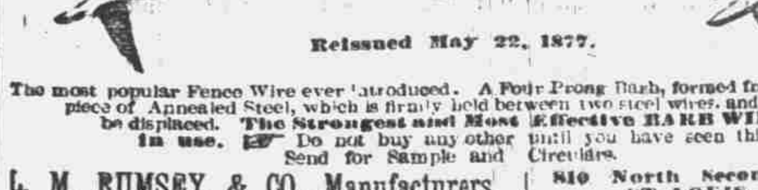

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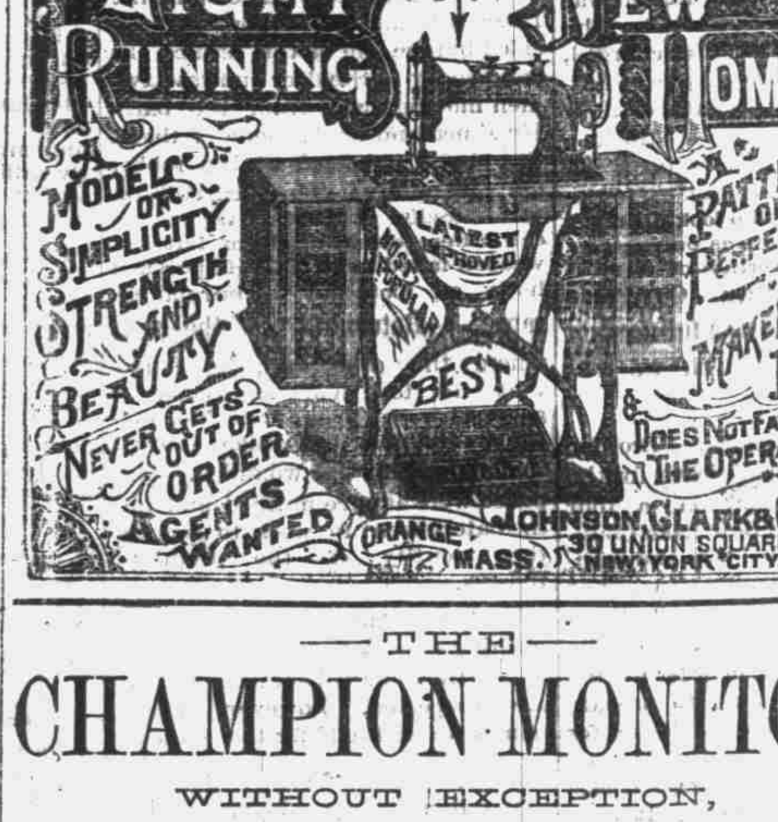

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