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 & 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, Bentonsport, 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. (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., R. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Kan. C. & 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 Ticket 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 McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. d90

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	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 50	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 37	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 75
Santaquin	10 30	2 40	3 75
Mona	11 20	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
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 38	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 23	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.

JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

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

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	85
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.
For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woods Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	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	6 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 60
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

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

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

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R R LINE

CONTINUOUS ALL-RAIL ROUTE!
NO CHANGE OF CARS!
ONE ROAD, ONE MANAGEMENT!!

—FROM—

CHICAGO

—TO—

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

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

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

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. **Special 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 7.10 p. m; Harrisburg 3.55 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 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.

NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, your heirs or assigns: you are hereby notified that we have expended for you, in money and labor, on the Young American Mining Claim, situated in Dry Canyon, Ophir Mining District, Tooele County, Utah Territory, as follows: For James A. Leffler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amounts of your respective assessments for the number of feet claimed by you, for the years 1875, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising at the expiration of ninety days after the publication of this notice, your interests in said mining claim will become vest by due operation of law.

WM. NAYLOR, GEORGE NAYLOR.
Salt Lake City, Utah, May 7, 1880. 8m c

CHICAGO TRADE.

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. dly

ORDER D. M. RICHARDSON'S MATCHES.

THE BEST IN THE WORLD—MANUFACTURED in Detroit, Mich. For Sale by Z. C. M. I. and all other Grocers and Druggists.—Wholesale Chicago Agent, H. W. DURANT, 13 Michigan Avenue. d80 6m w8 8m

HOISTING MACHINERY STEAM Pumps, Etc. STEAM ENGINES, ETC., Manufactured by Crane Bro's M'f'g Co., CHICAGO, ILL.

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. dly

JAQUES' Flavoring Extracts

JAQUES' ESSENCE JAMAICA GINGER, MADRAS' LIQUID & CURRY BLUE, JAQUES' LEMON SUGAR, ATWOODS' VERBENA AND DAISY TOILET SOAPS. MANUFACTURED BY Durant, Jaques & Atwood, CHICAGO. dly

W. & B. DOUGLAS, Manufacturers of PUMPS, Hydraulic Rams, Garden and Fire Engines, Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 85 and 87 John St., New York and 127 Lake St., Chicago. The Works founded in 1832. Highest medal awarded them by the Universal Exposition at Paris, Exposition in 1867, Vienna in 1873, Philadelphia in 1876; also at Paris in 1878. dly

WROUGHT IRON PIPE, STEAM PUMPS, BRASS AND IRON GOODS, ETC. Manufactured by CRANE BRO'S M'f'g Co., CHICAGO, ILL.

BEEF, BEEF!

FRESH AND JUICY. THE BEST THE market affords, always on hand at the Family Meat Market, just north of Idaho Store corner. JAS. WILLIAMSON, Proprietor.

PETERSEN, THE BUTCHER, 1225 First South St., Second Butcher Shop from the Corner,

Never keeps anything but Tender, Juicy and Fresh Meats. He sells at the cheapest rates All Kinds of Meat in Season. Give him a trial. *Sausages a Specialty.* 491

A. BOSSHARDT, (*Late of Bosshardt & Clark.*)

WOULD be pleased to have his old friends and customers call on him at Messrs. Buckle & Son, tailors, of this City, where he will show them a large and well selected stock from which to select their Summer Suits, at prices which defy competition. d 150tf

W. L. PRICE, DEALER IN Fish, Poultry & Game, FRUIT, VEGETABLES & GROCERIES, —ALSO— FLOUR, GRAIN, HAY & SEEDS. *First South Street, opposite Kimball Block, Salt Lake City, No. 1237.*

☞ Goods delivered punctually in all parts of the city. Satisfaction Guaranteed.

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.

W. J. MOSS & SON

RETURN THANKS TO THEIR PATRONS and Friends for past patronage, and respectfully inform them that they are prepared to supply everything in their line at the lowest rates. We keep on hand and make to order, all kinds of

HARNESS,

Single and Double, Heavy and Light, also

Saddles, Bridles, Halters, &c.

We are making a new kind of Halter that will hold horses that are in the habit of pulling on their halters, which will cure them of that practice.

Workingman's Harness Shop, 72 Second South Street.

W. H. PITTS, W. H. SHEARMAN.

GODBE, PITTS & CO.,

WHOLESALE AND RETAIL DEALERS —IN— DRUGS, MEDICINES, WINES, LIQUORS, IMPORTED ALES, AND PORTERS, PERFUMES, ASSAY AND MILLING MATERIALS, CHEMICALS.

OILS, DYE STUFFS, ETC., —ALSO— THE FINEST CIGARS.

☞ *Country Trade Solicited.* ☜

Best Terms Offered. A Full and Complete Stock.

CORNER MAIN AND FIRST SOUTH STS. SALT LAKE CITY. d2m

EVENING NEWS.

Monday, June 14, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

Grain Market.

It has been a week of weakness on change and prices for grain have been on the decline. Corn has stood up firmly compared with wheat and oats. The impression seems to be that, notwithstanding the good receipts of corn, there has been an unusual draft on the supply in first hands on account of the premium which cash delivery has demanded over futures, and that when the ground comes to be looked over it will appear that the green crop will be the shortest of any now called for, and that the many months between the present and the time when the new crop will be available will cause some strong markets to develop. The wheat market is very sick owing to the fine weather and the near approach of harvest. The prices reached to-day were the lowest for more than seven months, and although there was a slight reaction at the close, the feeling was at no time very strong. It seems to be conceded that for some reason the clique are holding on, and expect to make themselves good in the end. The way out does not just now seem very brilliant, but they may have reasons that we wot not of.

Page's Opinion.

Page, of California, is in New York, having come from Chicago. Speaking to a *Tribune* reporter of the feeling likely to exist and have a strong influence west of the Rocky Mountains, Mr. Page said: "It will no doubt at first be said that Garfield voted to sustain the veto by the President of the Chinese bill, but Garfield has expressed himself in favor of some restrictive legislation, and I have personal knowledge that he is in sympathy with public sentiment in California on this subject, at least to a certain extent. A Chinese plank was introduced in the platform and Garfield will have an opportunity to put himself on record. Blaine's popularity in California, Oregon and Nevada was due to his stand on the Chinese question. This matter aside, I think Garfield will prove to be as strong as any man who could have been selected. I have served eight years with him in Congress, and I know him to be one of the clearest headed of statesmen, a man sound all through the financial fight, and the friend of sound money and resumption. It is my judgment that Garfield will receive the full republican vote in California, Nevada and Oregon, which are close States, and that he will carry them all."

Lively Trotting.

CHICAGO, 12.—A Detroit special says of St. Julian's beat yesterday: St. Julian gave a magnificent exhibition of speed. He made the first quarter in 32½, the half mile in 107, the three-quarter mile in 143. Hecock thinks he could have gone in 214, but was afraid to string him out.

Iron Dealers Failed.

BOSTON, 12.—The failure of Handleth, Ellis & Co., iron dealers of this city, is announced, the liabilities are estimated at $750,000. The suspension they say is by reason of the decline of value of their merchandise and the refusal of customers to carry out contracts. Five-sixths of the liabilities is to banks and secured.

A Murderer Hanged.

ST. LOUIS, 12.—A special to the *Times* from Keytesville Mo., says: John Knapp, a negro, was hanged there to-day, for killing a young farmer named Noah, Forest, at Forest Green, Chanton Co., last Christmas day. About 40,000 people from the surrounding counties witnessed the hanging.

Leadville Labor Troubles.

DENVER, 12.—To-day's Leadville advices state that at 10 o'clock this morning all the fire bells tolled, as a signal for closing all places of business, according to agreement of yesterday. Ten companies of 100 men each, armed with Winchester rifles, formed, and this afternoon 1,500 citizens, two-thirds armed, paraded the streets. Five hundred strikers were collected in front of the *Chronicle* office, when Mooney, the leader, told them to go home and behave like men. A few moments after the sheriff arrested Mooney without resistance and he is now in jail. On the return of the citizens' procession past the *Chronicle* office, the strikers dispersed. The wildest excitement prevails, but there has been no bloodshed up to 4 o'clock, and the general opinion is that there will be no serious collision, but Lieut. Governor Tabor and others express great fear.

Oregon Gone Republican.

SAN FRANCISCO, 12.—A Portland dispatch says: The latest election reports indicate that the Senate will stand 16 republicans to 14 democrats, and the House 37 republicans to 23 democrats, with more than even chance that the republicans will have 17 in the Senate and 39 in the House.

Bills Passed.

WASHINGTON, 12.—All the regular annual appropriation bills except the deficiency bill, have passed both houses. The sundry civil bill is in the hands of the conference committee, and the deficiency bill is with the Senate. The total amount appropriated is $184,691,062.

Wisconsin Flood.

MILWAUKEE, 12.—The terrible storms of Thursday and Friday night have flooded the Warsaw, carrying off several bridges and 4,000,000 feet of logs; 60,000,000 feet of logs were jammed in the river, and a six inch rise carried them away. The Wisconsin River is 13 feet above low water mark.

Correspondence.

WASHINGTON, D. C., June 5th, 1880.

Editors Deseret News:

In saying good bye to congress this year there there will be a general wish for a more industrious one hereafter. There have been few if any jobs, and a hundred instances of refusal to act in cases of doubtful propriety. For so much all will be thankful. The only subjects upon which there was much doubt as to the honesty of interested parties, or the merits of claimants, were the Geneva award and the Star mail service matters. In the former the insurance companies were signally and very properly defeated, and in the latter the department was sustained, there being an overwhelming demand from the west and south-west that the routes as now established should not be disturbed. Finally adjournment will be reached on the 15th or 18th at most.

The severe drubbing to which Mr. Conkling has been subjected by the friends of Mr. Blaine will doubtless bring gratification to those who dislike Mr. Conkling for his egotism and offensive manners in the Senate and out of it. The feeling of resentment for the New York "boss" is quite irrespective of political predilections or presidential preferences. In fact, so thoroughly is that gentleman disliked, that not a few persons friendly to Gen. Grant would be perfectly willing to see him beaten simply because that result would be regarded as the defeat and humiliation of Mr. Conkling. Senator Conkling rules it supreme in a New York State Convention, but when he tries to king it over a national Convention, he reckons without his host.

Republicans here irrespective of personal preference at Chicago, are pleased to note that the convention killed the unrepublican "unit rule."

The question of a permanent government for Alaska is now being agitated in the cabinet. This large territory which could be made to yield large revenues to the government is without any government whatever, and depends for the administration of justice upon the naval officers who from time to time touch there. This should be remedied. Alaska is a valuable possession of ours. Its mineral resources, though undeveloped, are known to be immense, and its seal fisheries and furs are the best in that portion of the world.

The New York *Tribune* advises Don Cameron to take lessons from his father before resuming business as a "boss."

LEM.

"How came these holes in your elbows?" said the widow Smith to the irrepressible small boy. "Oh, mother, I hid behind the sofa when little Jack Horner was saying to our Jule that he'd take her even if you had to be thrown in; and he didn't know I was there, and so I held in and laughed in my sleeves till I bust 'em."

Fine Weather for One.—Sheridan once declined to take a walk with a troublesome female admirer, on the plea that the weather would not permit, and being caught by the lady as he was sneaking out for a stroll, countered her remark that the weather seemed to have cleared up, with the bold asseveration, "Yes, madam, enough for one, but not enough for two."—*Chambers' Journal.*

WANTED!

100 GOOD HEAVY TEAMS TO GRADE ON Summit Co. Railroad.

PRICE, $3,25 CASH, PER DAY.

☞ Apply at Echo to CLUFF, ELDREDGE, GRISMON & CO. d 164 s & w 1w

TAILORING.

THE ENGLISH TAILORING COMPANY

HAVE COMMENCED BUSINESS IN THE 10th Ward, one block north of Schoolhouse, near the City Dye Works, where they will be pleased to wait on all who may favor them with their patronage. Gents' Suits made for seven dollars. All work warranted and a perfect fit guaranteed. d153 s35 w17 1m ea

NOTICE.

In the Probate Court, in and for Salt Lake County, Territory of Utah.

In the matter of the Estate of BENJAMIN T. MITCHELL, deceased.

Notice to Creditors of said Deceased.

ALL PERSONS HAVING CLAIMS against said deceased are hereby required to exhibit them with the necessary vouchers within ten months from the first publication of this notice, to the undersigned duly appointed Administrator of said estate, at his residence, corner 7th West and First North Streets, Salt Lake City.

Dated May 10, 1880.

ZADOC C. MITCHELL, Administrator. d142 mdy 4t

IDAHO STORE.

Manufacturer and Dealer in SALT & BLUE.

BRANSON KNITTER

PRICE, $25.

KNITS A SOCK IN 5 MINUTES

Can teach you to Knit in ONE HOUR.

AGENCY

Chicago Scale Co.

300 VARIETIES:

4 Ton Scale, $60, on Cars at Chicago.

☞ Send for Circulars of KNITTERS and SCALES.

Proprietor Snell's LIME KILNS, Quality Guaranteed.

Wagons, Cedar Posts, Charcoal, Hematite Iron and General Merchandise, Etc., Etc.

JOHN W. SNELL, One Block South of Theatre. P. O. Box, 519.

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of the 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, re-establishing 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 names and address, J. L. 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.* d213 s6w

INVALIDS AND OTHERS SEEKING HEALTH, STRENGTH AND ENERGY, WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

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

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

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

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