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 Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Kookuk to Farmington, Bonaparte, Bentonsport, Independence, 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 line running Pullman Palace Cars between Chicago and Council Bluffs. The Company owns and controls their Sleeping Cars, which are inferior to none, and give you a double berth, between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for the former and Six Dollars for a section.

What will please you most will be the pleasure of reposing your limbs while passing over the beautiful prairies of Illinois, 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 to conduct the entire business of this line upon that principle, we are pleased to announce that the Company runs its FINELY APPOINTED 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 T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North-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. & Ft. Dodge R. 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., R. & 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 ..... 8:30 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 Sweet Water mines.

At Opheneum 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 Echo 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 Mo. River in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River lines of steamers for all points East and South.

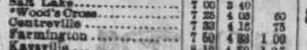
Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

RUFUS K. KIMBALL, Gen'l Ticket Agent, Omaha.

S. H. H. CLARK, Gen'l Supt. 383

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.



On and After November 4th, 1878.

Stations.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	50
Centreville	7 33	4 15	75
Farmington	7 50	4 35	1 00
Kaysville	8 15	4 50	1 25
Arrive at Ogden	9 00	5 40	2 00

Stations.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 43	7 31	1 25
Centreville	10 58	7 44	1 50
*Wood's Cross	11 13	7 58	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 p.m.

For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

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.

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$1.00 - - - - Per Dozen.

I also make a specialty of copying PHOTOGRAPHS, PICTURES, And all other objects, as well as

Views, Country Seats Residences, Monuments, Machines Furniture, Sculpture, etc.

To Societies and others I present the original FREE OF CHARGE, and charge for further copies 50 cents a piece.

I guarantee really Artistic and Cheap Work.

C. REICHENBERG, of Geneva.

OFFICE at Dr. Anderson's, 13th Ward, ½ block south of Presbyterian Church. d258 tf

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FORT WAYNE AND PENNSYLVANIA R.R.

Continuous all-rail Route! No Change of Cars! One Road, one Management!

FROM CHICAGO TO

Pittsburgh, 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 Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 3.30 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 3.35 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 9.55 a m; Baltimore 7.40 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. R. MYERS, Gen'l Pass. and Ticket Agent. CHICAGO.

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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.

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DESERET NEWS OFFICE.

PRICE, - 25cts

NOTICE.

JACOB SMITH deceased or his heirs or assignees are hereby notified that it have expended in money and work to the amount of two hundred and twelve dollars and 25 cents, being the legal assessments for 1878 and 1879, due your interest in the Garvey Mine, located in the Uintah Mining District; Summit Co., Utah, and unless you pay said amount to me within 90 days the same will become my property, according to the law of Congress of 1872, relative to mines. JOHN A. RHESON.

Park City, Utah, Sept. 6, 1879. 6-9-9 to 9-15-9

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
	A. M.	A. M.	
Trains leave Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 23	8 10	50
Lovendale	7 28	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 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 35	3 00
Payson	10 22	2 15	3 50
Santaquin	10 50	2 40	3 90
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
	P. M.	A. M.	
Trains leave Chicken Creek	1 06	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 34	1 55	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
Lovendale	5 58	5 20	4 90
Germania	6 02	5 30	5 00
Morgan	6 07	5 30	5 00
Arrives 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.

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 along 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 by the North-Western Road. Examine your Tickets, and refuse to buy 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 Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, 366 and 415 Broadway; Boston Office, No. 5 State Street. Omaha Office, 518 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, 63 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For rates or information not obtainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manag'r, Chicago.

W. H. STENNETT, Gen'l Pass Ag't, Chicago.

bonnet eat sandwiches and drank from a wicker flask of excellent smelling sherry; the young lady sat as noiseless as a black-veiled statue; fretful babies whimpered; old gentlemen uttered strange sounds in their sleep; the flared like sickly moons overhead, and the shriek of the train as it flew through sleeping villages, sounded like the yell of a fiery-throated demon.

"Stamford," bawled the conductor.

At last I succeeded in dropping my weary and stiffened limbs into a seat, where slumber overtook me in just a minute and a quarter; for I had been asleep on my legs once or twice, even in my former disadvantageous attitude, and I could scarcely believe the evidence of my own senses when we finally thundered into the echoing vastness of the Grand Central Depot in New York.

Hatfield, alive to the necessity of catching a car before all the world of travelers should crowd into it, stumbled over the old lady's ankles with small ceremony.

"Oh, take care! You have knocked the squirrel cage over!" cried she.

"Confound the squirrel cage!" shouted Hatfield, gnashing his teeth, as the ancient dame placed herself directly in the aisle to set the furry pet up again, thereby completely blocking up his egress.

"Serves you right, Hatfield!" said I, as I stooped to assist.

Just then the young companion of our lady advanced, flinging back her vail.

"Grandma," said she, "the carriage is waiting. I'll send Thomas for the parcels. Mr. Clifton, I am very much obliged to you for your politeness to my grandmother, who is unused to traveling. As to Mr. Hatfield—the less said about his courtesy the better." And Beatrice Hale's black eyes flashed disdainfully on Clarence's cowed visage.

"Miss Hale," he stammered, "If I'd had the least idea who you were——"

"You would have regulated your conduct accordingly," impatiently interrupted Miss Hale. "Thanks I prefer to see people in their true light. Mr. Clifton," turning graciously to me, "you'll call and see how grandma stands her journey to-morrow, won't you? Oh, thank you—the carriage is close by."

And to this day I believe that is the way I won my wife; for Clarence Hatfield was a brilliant, showy sort of a fellow, who far out-shown me in general society, and I think Bee was inclined rather to fancy him until that night. But she was disenchanted now for good and all. And Grandma Hale comes to see us every Christmas with a hamper of good things from Hale Farm.

Wood Turning and Scroll Sawing

WM. H. FOSTER is still prepared to do Work in this line at his old stand, Opposite Walker House, East Temple Street. Having made extensive improvements, he is prepared to please his patrons in price and quality of work.

Porch Ballisters and Brackets always on hand. d&wlm

W. L. PRICE,

DEALER IN

Poultry, Fish and Game,

Fruit, Vegetables and Groceries,

First South Street, Opposite Him hall Block, Salt Lake City.

Goods delivered punctually to all parts of the City, Free. Satisfaction guaranteed.

FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 280 weekly newspapers, or four lines in a different list of 337 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 10 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.

NOTICE,

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

In the matter of the estate of Thos. Genever, deceased.

Pursuant to an order of said Court in said matter, notice is hereby given that Tuesday, the 30th day of September, A. D. 1879, at 10 a. m. of said day, at the County Court House, in Salt Lake City, has been appointed by said Court the time and place for the hearing of a petition filed in said Court by Cornelius Green and George B. Bailey, praying that a certain document on file therewith, purporting to be the last will and testament of the said deceased, be admitted to probate, and that letters testamentary be issued to him, at which time and place all persons interested may appear and contest the probate of said will.

Salt Lake City, Sept. 10, 1879.

D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County, U.T.

d 253 td

DON'T WASTE MONEY

In purchasing Cheap and Worthless Instruments, while you can obtain the BEST and most RELIABLE

PIANOS & ORGANS

At such extremely low figures at

Careless' Popular Music Store,

FIRST SOUTH STREET,

Two doors east of Dinwoody's Furniture House.

EVERYTHING IN THE MUSICAL LINE.

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MARKET PRICE

GIVEN FOR DRIED APRICOTS, APPLES AND PLUMS AT

TEASDEL'S

Look out for the Wagon or Leave Your Address at Store to Call at Residence for them.

S. P. TEASDEL.

EVENING NEWS.

Saturday, - - October 4, 1879.

How I Won My Wife.

"Of all things, a night journey is the most tedious," said Clarence Hatfield, as he let himself fall heavily into the stiff and uncomfortable seat of the railway car, with its faded velvet cushions, and its back at exactly the wrong angle for aught approaching the luxury of a nap. "I say Clifton, do you think we might smoke?"

"Well, I rather imagine not," said I, with a motion of my head toward the other passengers. "There appears to be ladies on board."

Hatfield shrugged his shoulders.

"Such ladies!"

"Well," laughed I, "they don't appear to be particularly stylish in manner or costume, but, nevertheless, my dear fellow, the divinity of their sex hedges them around like a wall."

"Divinity of their humbug!" shortly interrupted Hatfield. "As if these ill-dressed dowdies, with babies and band-boxes, could possibly belong to the same world with Beatrice Hale!"

To this I made no answer. It did not seem to me exactly appropriate to lug the sacred name of Beatrice Hale into a discussion, in a place like this. Yet what could I do, except to feel my cheeks flush, and the roots of my hair tingle? For I was unmistakably in love with Bee Hale, and so was Clarence Hatfield.

If I were to waste quarts of ink and reams of paper in trying to describe her manifold charms and excellencies to the reader, it wouldn't do any good. Such things have been tried before and failed. Let him imagine the fairest brunette that sun ever shone on, and he may come somewhere near the mark. Suffice it to say that she was as beautiful as a dream, and that Hatfield and I were both slaves at her feet.

Which of us did she like best? Ah, that was the question! It was something like the children's old game of sea-saw. "Up I go, down you come." Sometimes I fancied I had the ghost of a chance—sometimes I was convinced that Hatfield was altogether the preferred, and that I had better emigrate to Australia at once.

"Hello!" cried Hatfield, breaking unceremoniously in upon the thread of my musings, "there goes the whistle. We shall be off directly. Thank goodness for that!"

And he put his feet on the opposite seat, and prepared for as comfortable a four hours' ride as possible.

Clarence Hatfield and I, be it understood, were employes in the extensive business of Messrs. Jenkins, Jumperton & Co., auctioneers, and had been down to the country "putting up" a sale of swampy lots; cut into streets and squares, according to to the most approved metropolitan methods of doing such things.

It had been a dismal business, November is not an inspiring month at the best, and a three days' fog had conspired against the success of "Mount Morra Park," as Jenkins, Jumperton & Co. had christened the new speculation. Yet we had done reasonably well, and were now thankful enough to get back to New York.

As the train gave its starting lunge the door flew open, and in came a tall old lady, in a prodigious black bonnet and fur cloak surrounded by a perfect *chevaux de frise* of squirrel cages, leather bags, brown paper parcels, and sandwich boxes. She was followed closely by a younger lady, dressed in black and closely veiled, and paused hesitatingly in front of our seat.

"Young man," said she, in a low voice, as gruff as that of a man, "is this seat engaged?"

"Yes," said Hatfield, "it is."

"For your feet?"

"No matter what for" superciliously replied the head clerk of Jenkins, Jumperton & Co. "Please pass on, old lady. You'll find seats enough beyond."

But this was a stretching of the truth. There were no seats beyond, as the old lady could easily perceive, unless she chose to sit directly opposite a red-hot coal fire, or upon one of those corner arrangements, close to the door, which are equivalent to no seat at all.

The old lady hesitated and changed her heavy carpet bag from one wearied arm to another. I thought of my own good Aunt Polly at home, and rose at once.

"Pray take this seat ma'am," said I; "and let me put your parcel up in the rack for you."

"Clifton, what a fool you are!" cried Hatfield, in an impatient sotto voice. "Why couldn't you have sat still and minded your own business?"

"It is my own business," I answered brusquely; "to see that every lady is made as comfortable as it is in the nature of things to be. Now, the squirrel cage, ma'am—it will go very comfortably under the seat, I think."

Hatfield uttered a contemptuous grunt, but he never offered to trust his feet off the opposite cushions, although the younger woman stood in the aisle, uncomfortably swaying backward and forward with the motion of the train, until a woman beyond, observing the state of affairs, drew a sleeping child into her lap and beckoned the other to take the place thus vacated.

By this time my old lady had established herself to her entire satisfaction, and opened her sandwich box.

"Much obliged to you, young man," said she, "It's easy to see you've a mother of your own at home, and that you are in the habit of doing reverence to her grey hairs. As for this person"—with a nod of her poke-bonnet in the direction of Mr. Hatfield—"if he's got a mother I can't say much for her bringing of him up. Perhaps he may be old himself one day, and stand in need of a little politeness and consideration from the young."

"When I'm anxious for your good opinion, ma'm, I'll let you know," returned Mr. Hatfield, rather flippantly.

The old lady could only express herself by a vehement snuff. And even I was a little annoyed at his manner.

"Hatfield," said I, in a low tone, "you might behave like a gentleman."

"So I will," he retorted, with a shrug, "when I find myself in company that calls for such measures."

I said no more, but leaning up against the side of the door, prepared to make myself as comfortable as possible, until the train should stop at Stamford, its first way station, and some descending passenger might make room for me.

Reader, did you ever stand in an express train in full motion? Did you ever feel yourself swayed backward and forward, bumping one of your phrenological developments against one side of the car, and bringing the base of your spinal column against the top of a seat at the opposite swerve of the train. Did you ever grasp blindly at nothing for support? Did you ever execute an involuntary *pas seul*, by way of keeping your balance, and then grind your teeth to see the two pretty young ladies beyond laughing at your antics? If so, you will know how to pity me during the hour and a half between B—— and Stamford.

Hatfield went to sleep and snored; the old lady to the gigantic

Why is Dyspepsia so generally Simply because it is neglected or mismanaged. Strike directly at the cause. Remove the acrid humors which engender it from the stomach and bowels with

Tarrant's Effervescent Seltzer Aperient and indigestion, with all its painful concomitants, is cured.

SOLD BY ALL DRUGGISTS.

A. D. WHEELER,

Lately of U. S. Land Office,

LAND AGENT & ATTORNEY

First door south of U. S. Land Office.

ATTENDS promptly to Preparing Land and Mining Papers, Contests, etc. Furnishes Plats of Surveys, Information, etc., to interested parties. Furnishes documents for paying Pre-emption Claims with Scrip. Will answer correspondence free. Refers by permission to

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Bennett & Harkness, "
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T. R. Jones, Banker,
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CHEAP DISINFECTANT!

MR. F. 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.

dtr F. A. PASCOE.

WATER! WATER!

NOW is the time to get wells cleaned out or have them dug deeper. JOHN H. FREEMAN, of the TENTH WARD, will do the work with promptness and dispatch. d22-9-9 to 22-10-9

Confectionery at Wholesale

TO THE

JOBBING TRADE & CONFERENCE VISITORS

R. GARDINER,

Manufacturing Confectioner!

Wishes to call attention to his

HOME-MADE CANDIES,

Which he offers to the Cash Trade at Remarkably Low Figures; and would say That his Home-Made Candies are the

MOST PURE

And Highest Flavored Candies this side of Chicago.

And those wishing Good Candies should ask for

R. Gardiner's Candies,

And see that they get them.

He also keeps in Stock

GUM DROPS, FRENCH MIXED, MINT LOZENGES

And every discription of

IMPORTED CANDIES,

Prize Boxes and Gum of all Kinds and Quality.

Which he offers to the cash trade at VERY LOW FIGURES.

His Chocolate Cream Drops can't be beat.

R. GARDINER

FALL AND WINTER

1879 FASHIONS, 1879

NEW ARRIVAL.

The Latest Styles of Fall and Winter

HATS AND BONNEES.

SILKS, VELVETS, RIBBONS, FEATHERS, FLOWERS, ORNAMENTS, ETC.

HAIR GOODS of all descriptions on hand and made to order at

MRS. WILKINSON'S,

First South St., west of Jenning's.

CONFERENCE VISITORS

Are invited to call and examine Stock and Prices. d261 s71 1m

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 Dr. H. O. Louderback, of St. Louis, Mo., 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, 1879.

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, 1879.

G. SIMMONDS, 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 met with, 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 reporting to you the effect has been most satisfactory. Please send me by express six cases, and oblige Yours, very truly,

H. C. LOUDERBACK, M. D.

MR. G. SIMMONDS

FROM KENTUCKY,

HAS APPOINTED

GODBE, PITTS & CO.,

Agents for Salt Lake and vicinity.

J. W. MOUNT & CO.,

Agents for Ogden and vicinity.

DAILY ARRIVALS

OF CHOICE

FALL AND WINTER GOODS

AT

DAY & CO.'S

Prices as Low as the Lowest!

DEMOREST FALL AND WINTER PATTERNS.

UTAH TAKEN BY SURPRISE!

DURING CONFERENCE,

UNUSUAL ATTRACTIONS at 85 MAIN STREET

FIRST

GRAND AUCTION SALE

OF

DRY GOODS AND CLOTHING.

As we expected, Merchandise has taken a Rise. Prices are on the Raise, and to guard against it, we placed our MR. SAM REGGEL, in New York, to Manufacture *Clothing for the Western Trade*, and buy up Goods in dull times where he could get them for his own prices, and make them into SUITS and OVERCOATS. When Duller Times and Hunger overtook the Tailors, and even when prices are away up and goods hard to get, we have our House Crammed with goods which cannot be duplicated for 25 per cent. more. Among which we quote a few prices, which will not and cannot lie.

Men's Diagonal Suits, fat		$ 6.50
" Cassimere " "		8.50
" Beaver, " "		10.00
" Chinchilla " "		9.00

A LARGE Stock of Overcoats, Ulsters and Pea Jackets in Beaver, Chinchilla and Plush, from $4 to $7, and from $8 to $12.50.

We are sole agents for the celebrated

OREGON CASSIMERE PANTALOONS,

Of which we always carry a Large Stock.

OUR DRY GOODS DEPARTMENT

Is Filled with the Latest and Choicest Line of Dress Goods in the City, also Shawls, Underwear, Corsets, etc. We sell a Ladies Beaver Cloak Silk Trimmed, from $3.50 to $6.00

Notwithstanding that we have already Established our reputation for Low Prices, we Guarantee our Customers Custom Made Goods at Prices that will "ASTONISH the PEOPLE of UTAH."

AUCTION COMMENCES SATURDAY, OCT. 4, 1879, at

LOUIS REGGEL'S,

CLOTHING MANUFACTORY, 85 MAIN STREET.

54 MERCER STREET, N. Y.

AUCTION SALE!

NO HUMBUG---A BONA FIDE SALE!

COMMENCING

MONDAY, OCT. 6th,

AT 10 O'CLOCK A. M., AND CONTINUING UNTIL

THE ENTIRE STOCK IS DISPOSED OF.

I, the Undersigned, will Sell at PUBLIC AUCTION, for L. Goldsmith, Assignee for Siegel Bros., a Large Stock of Goods, consisting of

CLOTHING,

BOOTS & SHOES,

HATS, CAPS

AND

GENT'S FURNISHING GOODS.

THIS SALE WILL BE POSITIVE AND WITHOUT RESERVE, COMMENCING EACH DAY AT 10 A. M. AND 7 P. M.

L. GOL