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, Ebion, 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 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 I. & 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. Md.; 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 Nebr.

At COLLINS JUNCTION, with R. 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., 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'r 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	5.30 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. 399

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 00	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 35	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
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 04	11 50	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	3 75
Mona	11 20	3 40	4 25
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 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 65
American Fork	4 34	1 55	3 70
Lehi	4 45	2 10	3 85
Draper	5 22	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
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	1K
Lemmington	9 15	27	1 5K
Mills	10 35	43	2 5K
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	1K
Lemmington	3 32	25	1K
Riverside	5 05	43	2K
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, 1879.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 27	4 06	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 32
ARRIVE AT			
Ogden	8 00	5 45	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 34	7 10	1 00
Farmington	10 52	7 31	1 32
Centreville	11 04	7 44	1 57
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

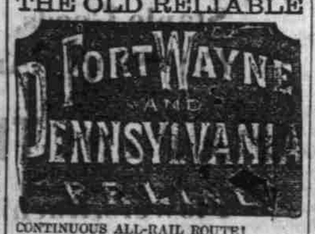
MIXED TRAINS!

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



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 Fast 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 8.35 p. 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 4.55 p. m; Philadelphia 8.25 a. m; New York 11.15 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 3.35 a. m; Baltimore 7.45 a. m; Washington 8.30 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 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 America Mining Claim, situated in Dry Canyon, Uintah 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 ours by due operation of law.

WM. RAYNOR, GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1880. 3m

NEW YORK TRADE.

BENEDICT, HALL & CO.,

BOOTS & SHOES

NOS. 134 AND 136 GRAND STREET, Corner Crosby,

dtf NEW YORK.

THOS. M. ARGALL & CO.,

MANUFACTURERS OF

MEN'S & BOYS'

CLOTHING!

330 BROADWAY,

JNO. E. COWLES, NEW YORK.

HEMPHILL, HAMLIN & CO.,

CARPETING,

FLOOR OIL CLOTHS, DRUGGETS, MATS, ETC.

342 & 344 BROADWAY,

dm NEW YORK.

A. W. FABER'S

STATIONERY ARTICLES & ARTISTS MATERIALS,

MAY BE HAD AT

Z. C. M. I.,

Gold Pens and Pencil Cases, Penholders, Rubber Goods, Lead Pen. Slates, Etc. ddm

USE

CLARK'S TRADE MARK ONT 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. dm

USE THE BEST.

HARRISON'S

CELEBRATED

WRITING INK, FLUID AND MUCILAGE,

For Sale by all Stationers.

Special rates Inks in Bulk for Schools and Colleges.

HARRISON M'f'g Co., 512 Broadway, NEW YORK.

BRINCKERHOFF, TURNER & CO.,

109 Duane Street, New York,

Manufacturers of and Dealers in **COTTON SAIL DUCK.** *"Woodberry," Druid Mills,* **"Polhemus"** *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 Hose—Car—Trunk—and Wagon Covering. Machine Aprons and 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.

BEST SIX-CORD SPOOL COTTON

FOR SALE AT WHOLESALE AT

Z. C. M. I.

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PHILADELPHIA TRADE.

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.

PENNA. SALT MANUF'G CO. dly PHILADELPHIA.

1845 W. P. Wilstach, 1855, W. P. Wilstach & Co 1867, Scott & Day, 1877, Conrad B. Day Co.

CONRAD B. DAY CO.,

No. 35 North Third Street, Philadelphia,

Saddlery Hardware,

AND

CARRIAGE MATERIALS,

Horse Clothing, Lap Robes, Dusters, Fly Nets, Etc. d6m

DESERET

CARRIAGE & WAGON

COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing in Woodwork, Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED.

PRICES REASONABLE.

J. WALKER, Manager.

EVENING NEWS.

Friday, June 11, 1880.

THE REPUBLICAN PLATFORM.

At Saturday's session of the Convention the Committee on Resolutions was instructed to report, and Pierrepont presented the report, prefacing it by saying there was great difference of opinion, but they had been able to agree among themselves and not disturb the harmony of the Convention. The resolutions are as follows:

Republican rule has restored upon a solid basis payment in coin for all the national obligations, and has given us a currency absolutely good and legal, and equal in every part of our extended country. It has lifted the credit of the nation from the point where six-per-cent bonds sold at 86, to that where four-per-cent bonds are eagerly sought at a premium. Under its administration railways have increased from 31,000 miles in 1860 to more than 82,000 miles in 1879. Our foreign trade has increased from $700,000,000, to $1,150,000,000 in the same time, and our exports, which were $20,000,000 less than our imports in 1860, were $264,000,000 more than our imports in 1878. Without resorting to loans, it has, since the war closed, defrayed the ordinary expenses of Government, besides the accruing interest on the public debt, and disbursed annually more than $30,000,000 for soldiers' pensions. It has paid $880,000,000 of the public debt, and by refunding the balance at lower rates has reduced the annual interest charge from nearly $151,000,000 to less than $89,000,000. All the industries of the country have revived; labor is in demand; wages have increased, and throughout the entire country there is evidence of a coming prosperity greater than we have ever enjoyed. Upon this record the republican party asks for the continued confidence and support of the people, and this Convention submits for their approval the following statements of the principle and purpose which will continue to guide and inspire its efforts:

First—We affirm that the work of the last 21 years has been such as to commend itself to the favor of the nation, and that the fruits of the costly victories which we have achieved through immense difficulties should be preserved. That the peace regained should be cherished. That the dissevered Union, now happily restored, should be perpetuated, and that the liberties secured to this generation should be transmitted undiminished to future generations. That the order established and the credit acquired should never be imperiled. That the pensions promised should be paid. That the debt so much reduced should be extinguished by the full payment of every dollar thereof. That the reviving industries should be further promoted, and that the commerce already so great should be steadily encouraged.

Second—The Constitution of the United States is the supreme law, and not a mere contract. Out of the confederated States it made a sovereign nation. Some powers are denied to the nation, while others are retained by the States; but the boundary between the powers delegated and those reserved is to be determined by national and not by State tribunals.

Third—The work of popular education is one left to the care of the several States, but it is the duty of the national government to aid that work to the extent of its constitutional ability. The intelligence of the nation is but the aggregate of the intelligence in the several States, and the destiny of the nation must be guided, not by the genius of any one State, but by the average genius of all.

Fourth—The Constitution wisely forbids Congress to make any law respecting an establishment of religion, but it is idle to hope that the nation can be protected against the influence of sectarianism, while each State is exposed to its particular domination. We therefore recommend that the Constitution be so amended as to lay some prohibitions upon the legislature of each State, and to forbid the appropriation of the public funds to the support of sectarian schools.

Fifth—We reaffirm the belief avowed in 1876, that the duties levied for the purpose of revenues should so discriminate as to favor American labor. That no further grant of the public domain should be made to any railroad or other corporation. That slavery having perished in the States, its twin barbarity, polygamy must die in the Territories. That everywhere the protection accorded to a citizen of American birth must be secured to citizens by American adoption. That it is the duty of Congress to develop and improve our watercourses and harbors, and we insist that further subsidies to private persons or corporations must cease. That the obligations to the men who preserved its integrity in the day of battle are undiminished by the lapse of fifteen years since their final victory. Their perpetual honor is and shall forever be the grateful privilege and the sacred duty of the American people.

Sixth—Since the authority to regulate immigration and intercourse between the United States and foreign nations rests with the Congress of the United States and its treaty making powers, that the republican party, regarding the unrestricted immigration of Chinese as an evil of great magnitude, invokes the exercise of the power to restrain and limit that immigration by the enactment of such just, humane and reasonable provisions as will produce that result.

Seventh—That the purity and patriotism which characterizes the earlier career of Rutherford B. Hayes in peace and war, and which guided the thought of his immediate predecessor to him for a Presidential candidate, have continued to inspire him in his career as Chief Executive, and that history will accord to his administration the honors which are due to an efficient, just and courageous fulfilment of the public business, and will honor his interposition between the people and proposed partisan laws.

Eighth—We charge upon the democratic party the habitual sacrifice of patriotism and justice to a supreme and unsatiable lust for office and patronage; that to obtain possession of the National and State governments, and of the control of place and position, they have obstructed all the efforts to preserve the purity and conserve the freedom of suffrage; have devised fraudulent certificates and returns, have labored to unseat lawfully elected members of Congress, to secure at all hazards the vote of the majority of the States in the House of Representatives; have endeavored to occupy by force and fraud places of trust given to others by the people of Maine, and rescued by the courage and action of Maine's patriotic sons; have by methods vicious in principle and tyrannical in practice, attached partisan legislation to appropriation bills; have crushed the rights of individuals and vindicated the principles and sought the favor of rebellion against the nation; and have endeavored to obliterate the sacred memories of the war and to overcome its inestimable good results—freedom and individual equality. We affirm it to be the duty and purpose of the republican party to use all the legitimate harmony which may be practicable, and we submit to the practical, sensible people of the United States to say whether it would not be dangerous to the best interests of our country at this time to surrender the administration of the National Government to a party which seeks to overthrow the existing policy under which we are so prosperous, and thus bring destruction and confusion where there is now order, confidence and hope.

The above, which came by telegraph in a disconnected form on Saturday last, but has since appeared in most of the western papers, was crowded out of our issue last evening.—[EDS.

TARRANT'S SELTZER APERIENT

PERSONAL

Suffer from indigestion,
All the drastic drugs decline.
What you need, beyond all question,
Is that remedy Saline,
TARRANT'S wonderful APERIENT,
Duplicate of Seltzer Spring—
Tonic, Alterative, Cathartic—
Pure, refreshing, comforting.

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THE "LITTLE DETECTIVE,"

A Family Scale for $3.00,

Nothing Equal to it sold for less than $8 to $12.

WEIGHS FROM 1-4 OZ. TO 25 LBS.,

—MADE BY—

Chicago SCALE Co.,

Over 300 Different Varieties manufactured. Equal to the Very Best, and Sold at less than Half Usual Prices.

2-ton Wagon Scales,	$40
4-ton " "	60
6-ton " "	90

Delivered on Cars in Chicago.

Full Price List sent free to any one. Address, **Chicago Scale Co., Chicago,** Or **Jno. W. Snell, Salt Lake City.** dcod w1am 6aw 1y

SALT LAKE

CARRIAGE & WAGON SHOP.

OLIVE ST., WEST of the MITCHELL WAGON DEPOT.

JOHN MALQUIST & BRO.,

Respectfully announce to their old customers, friends and the public in general, that they have

REMOVED

their business to their NEW COMMODIOUS FIRE-PROOF BUILDING, where they are prepared to do all kinds of

Blacksmithing, Wagon Making and Repairing.

FARM AND SPRING WAGONS MADE TO ORDER.

We pay special attention to **HORSE SHOEING**, and treat Horses having Corns or other diseases of the Feet, satisfactorily.

Our Work we warrant, and our Prices will be found reasonable, as our expenses are low.

The Woodwork is done by B. W. KING, who is acknowledged to be the Best Wagon Maker in Salt Lake City.

A Good Yard for the accommodation of our Country Customers, while stopping in the city. 3154 tf

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.

Swallowing

POISON

Spurts of disgusting mucous from the nostrils or upon the **throat, Watery Eyes, Snuffles,** Buzzing in the **Ears, Deafness,** Cracking sensations in the **Head, Intermittent Pains over the Eyes, Fœtid Breath,** Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are

SIGNS OF CATARRH.

No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our **Children die** of diseases generated by its **Infectious Poison,** and one-fourth of living men and Women drag out miserable existences from the same cause. **While asleep, the impurities** in the nostrils are necessarily **swallowed into the stomach and inhaled into the lungs** to poison every part of the system.

Dr. Wel De Meyer's Catarrh Cure absorbs the purulent virus and **kills the seeds** of poison in the **furthest parts** of the system. It will not **only relieve,** but **certainly cure** Catarrh **at any stage.** It is the **only remedy which** in our judgment, has ever yet **really cured** a case of **Chronic Catarrh.**

Cured! Cured! Cured! Cured!

G. C. PERSHURY, Prop. West End Hotel, Long Branch, cured of 20 years Chronic Catarrh.

S. BERNDICT, Jr., Jeweler, 607 Broadway, N. Y., (member of family) cured of Chronic Catarrh.

E. H. BROWN, 339 Canal St., N. Y., cured of 11 years Chronic Catarrh.

J. D. MCDONALD, 710 Broadway, N. Y., (Sister-in-law) cured of 40 years Chronic Catarrh.

MRS. JOHN DOUGHTY, Fishkill, N. Y., cured of 8 years Chronic Catarrh.

MRS. JACOB SPARR, Ud., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

A. B. THORN, 183 Montague St., Brooklyn, (self and son) cured of Catarrh.

REV. WM. ANDERSON, Fordham, N. Y., cured of 20 years Chronic Catarrh.

MLLE. AIMEE, Opera Prima Donna, "I have received very great benefit from it."

A. MCKINNEY, R. R. Pres., 83 Broad St., N. Y., "I fully experienced immediate Relief."

&c. &c. &c. &c. &c.

Wel De Meyer's Catarrh Cure is the **most important** medical **discovery** since **vaccination.** It is sold by all Druggists, or **delivered** by D. B. DEWEY & Co., 48 Dey St., N. Y., at $1.50 a package. To Clergymen, six packages for $7.50. **Dr. Wel De Meyer's Treatise** is sent **free to anybody.**

Children Cry for Pitcher's Castoria.

Centaur Liniment, the world's great Pain-relieving agent for Man and Beast.

INVALIDS

AND OTHERS SEEKING

HEALTH,

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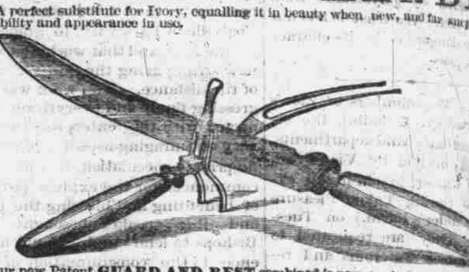

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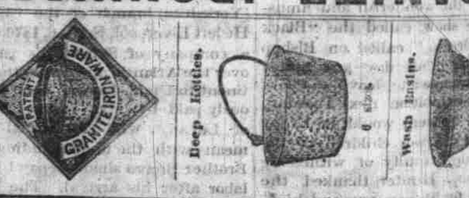

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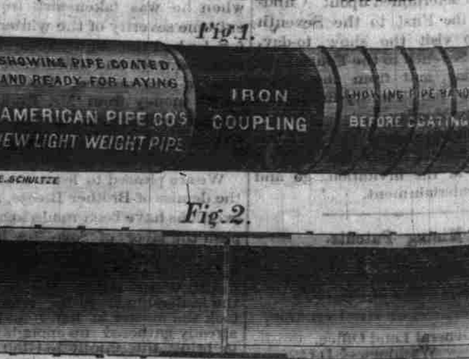
Fig. 1.
SHOWING PIPE COATED AND READY FOR LAYING
AMERICAN PIPE CO'S NEW LIGHT WEIGHT PIPE
IRON COUPLING
SHOWING PIPE BARE BEFORE COATING
E. SCHULTZE
Fig. 2.