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 Burnett Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Bolkman, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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 railroad which owns, controls and operates a continuous line between Chicago and Kansas City. Our Company manufacture their Sleeping Cars, which are superior to any others. Our Dining Stations are unsurpassed. Our Sleeping Cars are famous throughout the world. Our Dining Cars are the finest in America. Our Fast Express Trains are composed of Magnificent Sleeping Cars, Dining Cars, and Coaches only, and we run more of them than any other line. We also run the only Sleeping Cars that are run through without change between Chicago and Kansas City, Council Bluffs and Omaha, Chicago and Peoria, Chicago and Burlington, Chicago and Davenport, Chicago and Leavenworth, Chicago and Atchison, Kansas City and Denver, Council Bluffs and Denver, Kansas City and Leadville, Kansas City and Ogden, Council Bluffs and Ogden, Kansas City and Deadwood, Council Bluffs and Portland, Oregon, Council Bluffs and San Francisco, Council Bluffs and Los Angeles, Council Bluffs and Salt Lake City, Council Bluffs and Helena, Montana, Council Bluffs and Portland, Oregon, Council Bluffs and Tacoma, Washington Territory, Council Bluffs and Seattle, Washington Territory, Council Bluffs and Kansas City, Council Bluffs and St. Louis, Council Bluffs and Chicago. Our Palace Cars are 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 T. P. & J., P. J. & D., L. B. & W., St. L. Midland, and W. P. R. 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. & M. Rds., 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	10:30 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.
ARRIVE.	
Daily Express	3:15 p.m.
Mixed	3:40 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 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 Mo. River in Neb., 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'l Ticket Agent, Omaha.
H. G. ELIOT, JR., Gen'l Supt. d90

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 13 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 35	4 08	50
Centreville	7 53	4 18	75
Farmington	7 59	4 23	1 00
Kaysville	8 12	4 33	1 25
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden	9 40	5 20	
Kaysville	10 21	7 10	1 00
Farmington	10 33	7 21	1 25
Centreville	11 04	7 44	1 50
*Wood's Cross	11 13	7 53	1 75
Arrive at			
Salt Lake	11 40	8 30	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 6.05 p.m., arriving in Ogden at 8.55 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 45 p.m.

☞ For all information concerning Freight or Passage, apply to

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

T. LATIMER, O. H. TAYLOR. O. ROMNEY, F. ARMSTRONG.

LUMBER YARD AND PLANING MILL.

REDUCTION IN PRICES.

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood.

Utah, Bear River, White Cedar and Red Wood Shingles.

Red White Rustic, Ceiling, Siding, Lath, Pickets, Flooring.

SASH, DOORS, BLINDS AND MOULDINGS IN GREAT VARIETY

Frames of all kinds Made to Order Very Cheap.

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufacturies in Car Load lots, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

Wood Turning of all Kinds.

LATIMER, TAYLOR & CO.,
One Block East of Depot.

THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA LINE

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 3.20 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 8.30 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 10.15 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 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. E. MYERS, Gen'l Pass. and Ticket Agent. CHICAGO.

Ancient Things Newly Revealed!

JUST ISSUED FROM THE PRESS

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.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, - 25cts

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave Salt Lake	A. M. 7 00	A. M. 7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	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
		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 26	3 40	4 25
Nephi	11 50	4 20	4 75
Arrive at Chicken Creek	12 30	5 30	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave Chicken Creek	P. M. 1 00	A. M. 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	1 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
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	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

2,100 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 Common Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, 401 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, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner of Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

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

MARVIN HUGHITT, Genl Manager, Chicago.
W. H. STENNETT, Genl Pass Ag't, Chicago.

EVENING NEWS.

Tuesday, - - November 4, 1879.

BY TELEGRAPH.

FOREIGN.

SOUTH AMERICA.

A sharp Naval Battle — General South American News.

PANAMA, 25.—The *Star and Herald* has a story of a naval battle between the Peruvian ironclad *Huascar* and a division of the Chilian fleet steaming rapidly along the coast. The *Huascar*, at about 3.30 on the 8th of October, signalled to her consort, the *Union*, that the enemy was in sight and immediately proceeded at full speed to the northward, hoping to elude and trusting to the superior rapidity of the *Union* to mislead the opposing squadron. The *Union* rather invited the enemy's attention in hopes the *Huascar* might get far enough ahead before daybreak to escape. The Chilian vessels were one ironclad and three wooden steamers. At 7 a.m. on the 8th, the Chilians were still in pursuit, about 6,000 metres from the *Union* and *Huascar* ahead, but when the fog lifted, there appeared directly in front the remaining division of the enemy's fleet, the iron armed frigate and the corvetts or transports. The Peruvians wished to avoid a conflict with the Chilian fleet and endeavored to escape, but all to no purpose. The *Huascar* at 9 30 a.m. found herself in front of the *Moro*, *Covadonga*, *Lillianos*, and a second ironclad within cannon shot whilst the first was coming rapidly up, running in towards shore, into the very Bay of Mejillones De Bolivia. The *Huascar* awaited the advance of her nearest antagonist and let drive her two turret guns, following up the discharge by an attempt at running, which proved unsuccessful, owing to the power possessed by the Chilians to turn in their own length with their twin screws. The fire was instantly returned, and the mitrailleuse in the tops of the *Huascar* and her antagonist commenced the dreadful rattle. The *Union*, to save herself from capture or destruction, continued her flight, and the *Huascar* unaided continued the fight. She placed herself between the enemy's vessels, but the Chilians took every opportunity of getting in shots at the stern of the ram, her vulnerable point, and thus the *Huascar* was taken frequently at a disadvantage. She several times repeated her attempt to ram, but unsuccessfully. After two hours' combat the *Huascar*, with hull riddled, engines damaged and turret so jammed that it would not revolve, hauled down the Peruvian flag and surrendered.

The Chilian iron-clad was the first into action, and fired her broadsides very rapidly, as with her twin screws she was able to present to her adversary in a few minutes any battery she wished to use. The *Huascar's* guns were well served in an hour discharging twenty-five shots. Her gunners were foreigners, principally English and Scotch, among whom the mortality must have been considerable. Her engineers were all foreigners, twenty-five of the crew in all being Europeans. The damage done the Chilian ironclads is considerable.

The *Almirante Cochrane* which sustained the brunt of the battle, was somewhat damaged, but the *Blanco Encalada* escaped almost entirely. The unequal character of the fight may be understood when it is known that the *Huascar* had but two 300 pounders to oppose twelve, and her armor was four and one half inches as against nine inches.

A subscription has been opened for the purchase of an ironclad to be called *The Almirante Grau*. Men give their money, their houses, their estates, their watches, and even their sleeve links; women have thrown into the fund their diamonds and silver plates. One lady sent her diamond jewelry valued at £2,000 sterling. Others have been equally liberal. The Archbishop of Lima heads the subscription with 2,000 sols. Already nearly 200,000 sols have been collected.

The ministry, to give the President an opportunity to choose new advisers, have resigned en masse, but their resignations are not accepted.

In spite of a feeling of sadness at the loss of Admiral Grau and his ship, the *Huascar*, there is no thought of submission.

A commission composed of Dr. Rozas, President of the Peruvian Senate, and Senor Camacho, editor of the *Opinion Nacional*, of Lima, sailed for Europe from Aspinwall on the 22d inst. to endeavor to purchase another ironclad to replace the lost *Huascar*.

Commander Grau, of the *Huascar*, and both his Lieutenants were killed in the engagement. Many of the crew were killed and wounded. At the close of the action the *Huascar* nearly sank. It was thought doubtful whether she could reach port.

The Chilian army, numbering 10,000, is reported marching upon Iquique, Peru.

Mrs. Grau is reported dying, being informed of her husband's death.

It is hinted that the Spanish government may assist them. The battle is called "The Trafalgar of the Pacific." The *Huascar* carried 210 men, officers, sailors, marines and engineers. Her plating amidships was 4½ inches, tapering off to 2½ inches in the bow and stern, and her measurement about 1,250 tons, with two Armstrong rifles, 300 pounders, in the turret, and two 40-pounders on deck, which probably could not be used from the height of the Chilian vessels and the extremely short range, sometimes 300 metres, sometimes a stone's throw.

A Little History.

A gentleman in New York, whose bump of reverence is not properly developed, recently delivered an address in which he undertook to prove that December 22nd is not "Forefather's Day," but that those revered individuals actually landed on the famous "Rock" on December 30. This calling in question the sacredness of the day that has been so long set apart for patriotic oratory is a matter not to be treated with levity. What would happen to the individual that would seriously attempt to prove that Christmas does not come on the 25th of December, but that that day has from barbaric times been a day of rejoicing because the sun then turns back from its threatened disappearance toward the south—the nights growing shorter and the days longer after December 24? An Infidel thus arguing would be set down as worse than Bob Ingersoll. So also the irreverent person who would have the New England patriot believe that he has been celebrating a day that in fact means nothing. Apropos of this the information may be interesting to some that a manuscript letter of the truly good and pious Rev. Cotton Mather, bearing date of September, 1682, is now in possession of the Massachusetts Historical Society. It was written to "Ye Aged and Beloved John Higginson," and advises that goodly gentleman of the sailing from London of the ship *Welcome*, which had on board about a hundred or more of "Ye heretics and malignants" called Quakers, with W. Penn, who is the scamp, at the head of them," and further, that secret orders had been given by the general court of Massachusetts to Malachi Huxett, of the brig *Porpoise*, to waylay the *Welcome* off the "Coast of Cod and to make captives of Penn and his ungodly crew so that the Lord may be glorified and not mocked on the soil of the new country." The true inwardness of the latter, however, appears in this suggestion to the "Beloved Higginson": "Much spoil can be made by selling ye whole lot to Barbadoes, where slave fetch good prices in rumme and sugar; and we shall not only do ye Lord great service by punishing ye wicked, but shall make gayne for his ministers and people." Such a cold blooded proposition, coming from a New England Puritan in this day and generation, would shock the sensibilities of civilization. It is a horrible thing now to think of enslaving barbarians from Africa. Less than two hundred years ago a minister in New England thought he was serving God when he advised the sale of William Penn and his followers—"his ungodly crewe," the price to be paid in "rum and sugar," and perhaps a little mint. We can not fully understand the strength of prejudice until we see it across the chasm two centuries wide.—Ex.

LAND CLAIMS!

PARTIES about to make final proof, or who have any kind of land business to attend to, will do well to call at the office of Chas. W. Stayner, south of Z. C. M. I., Salt Lake City, U. T., before going to Land Office or elsewhere. He will give information how to proceed, *free of cost*.

SCHOOL NOTICE.

NOTICE is hereby given to the Tax-payers of School District No 17, that a district meeting will be held in the School House of said district, on Monday, November 10th, 1879, at 7:30 o'clock p. m., (postponed from Monday evening, Oct. 27,) for the purpose of voting on the rate per cent of tax to be assessed for Repairing and Furnishing said School House, and for other School purposes.

JAMES DWYER,
AMOS HOWE, } Trustees.
JOHN H. SMITH

Salt Lake City, Oct. 28, 1879. d285 10t

NOTICE,

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

In the matter of the estate of Brigham Young, deceased.

The People of the United States in the Territory of Utah.

TO Emeline A. Young, Louisa W. Y. Ferguson, Marinda H. Y. Conrad, Vilate Y. Decker, Elizabeth Y. Ellsworth, the heirs of Ernest J. Young, deceased, Dora Young, Lemuel H. S. Miller, Mary Ann Angell Young, Brigham Young, Luna Young Thatcher, John Willard Young, Mary J. Young, Brigham T. Young, Richard W. Young, Elizabeth Y. Brown, Catharine A. Young, Amelia Young, Joseph A. Young, Briant S. Young, Walter S. Young, Lester K. Young, Junius Young and Eugene J. Young, children and heirs-at-law of Joseph A. Young, deceased, and Alexander C. Pyper, guardian of said Catherine A. Young, Amelia Young, Joseph A. Young, Briant S. Young, Walter S. Young, Lester K. Young, Eugene J. Young and Junius Young, minors; John Willard Clawson, Leo H. Clawson, Walter Clawson and Seldon Clawson, children and heirs-at-law of Alice Young Clawson, deceased, and H. B. Clawson, guardian of Leo H. Clawson, Walter Clawson and Seldon Clawson, minors; Lucy Ann Decker Young, Fanny Caroline Young Thatcher, Heber Young, Shamira Young Rossiter, Arta D. Christa Young, Fermorz Little Young, Clarissa Hamilton Young, Ella Elizabeth Young Empey, Hyrum S. Smith Young, Grover D. Young, Alonzo Young, Ruth Young Johnson, Adella Elvira Young, and Hyrum S. Young, guardian of Alonzo Young and Adella Elvira Young, minors; Emily D. Partridge Young, Emily Augusta Young Clawson, Caroline Young Croxall, Joseph Don Carlos Young, Miriam Young Hardy, Josephine Young, Clara Decker Young, Jeannette Richards Young Snell, Nabby Howe Young Clawson, Charlotte Talula Young, Lucy Bigelow Young, Susa Young Dunford, Rhoda Mabel Young McAllister, Eliza Burgess Young, Margaret Pierce Young, Brigham Morris Young, Zina D. Huntington Young, Zina P. Young Williams, Oscar Brigham Young, Harriett Barney Young, Phineas Howe Young, and Harriet B. Young, guardian of Phineas Howe Young, minor; Mary Van Cott Young, Fanny Van Cott Young and Mary Van Cott Young, guardian of Fanny Van Cott Young, a minor; Susannah Snively Young and Julia Young Burton; Mary Eliza Croxall, and Willard Croxall, minors, and Mark Croxall, their guardian; Maria Young Dougall, Willard Young, Phebe Young Beatty, Evaline L. Young Davis, Mahonri Moriancumer Young, Eliza R. Snow Young, Naamah K. Y. Carter, Twiss Young, Martha Bowker Young, Harriet Amelia Folsom Young, and Augusta Adams Young, and to all persons interested in said Estate, greeting:

Whereas George Q. Cannon, Albert Carrington, and Brigham Young, Executors of the last will of said deceased, have filed in said court their accounts of the administration of said Estate, and having the 27th day of October, 1879, filed their petition praying among other things a settlement and allowance of said accounts and their discharge as Executors; and whereas the 17th day of November, 1879, at 10 o'clock a.m. of said day, at the Court Room in the County Court House in Salt Lake City in said County of Salt Lake and Territory of Utah have been fixed by an order of the Judge of said Court as the time and place for hearing said petition.

You and each of you are notified and cited to be and appear before said Court at the time and place aforesaid, to show cause, if any you have, why the prayer of said petition should not be granted, and to contest the allowance of said accounts and the matters and things in said petition set forth.

(SEAL.) Witness the Hon. Elias Smith, Judge of said Court, and the seal thereof, at Salt Lake City, Utah Territory, this 29th day of October, 1879.

D. BOCKHOLT, Clerk of the Probate Court for Salt Lake County Utah, by W. S. CRISMON, deputy.

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of 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, reestablishing 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 name and address J. L. FELLOWS', St. John, N. B. on the yellow wrapper, in water-mark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

Sold by all Druggists.

d 121 2t dw

Catarrhal POISON

Wei De Meyer's Treatise on Catarrh explains the following important facts:

1. That Catarrhal Colds become a poisonous infection, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That impurities in the nostrils, are necessarily swallowed into the stomach and inhaled into the lungs, thus poisoning the Digestive, Respiratory and Genito-urinary organs.

4. That Catarrhal virus follows the mucous membrane and causes Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa, and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, cannot possibly remove infectious inflammation from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the quality of being absorbed by, the purulent mucous wherever located.

Based upon these plain theories, Dr. Wei De Meyer's Catarrh Cure has proved to be infallible. It not only relieves, it cures Catarrh at any stage. Home testimony.

Cured! Cured! Cured! Cured!

W. D. WOODS, 487 Broadway, N. Y., Cured of Chronic Catarrh.

F. J. HASLETT, 869 Broadway, N. Y., 4 years Catarrh.

G. L. BRUSH, 443 Broadway, N. Y., 10 years Catarrh.

S. BENEDICT, Jr., Jeweler, 697 Broadway, N. Y., (lady friend), cured of Chronic

MRS. EMMA C. HOWES, 769 W. Washington Square, N. Y., cured of 30 years Chronic Catarrh.

REV. GEO. A. REIS, 169 Jay St., Brooklyn. "It restored me to my ministerial labors."

REV. CHAS. J. JONES, New Brighton S. I. "Worth ten times the cost."

REV. ALEX. FREES, Cairo, N. Y., "It has worked wonders in six cases in my parish."

L. F. NEWMAN, 305 Fulton St., Brooklyn, cured of 4 years Chronic Catarrh.

MRS. J. SWARTZ, Jr., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

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

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