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 Joliet, Ottawa, Depue, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capital of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Eddyville, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk 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 Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control 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 [illegible]

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 and Restaurant Cars that accompany all through Express Trains. You get an entire meal, 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 the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING 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., D. & E.; 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. 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. 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; 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 Passenger Agt., Chicago, Ill.

U. P. R. R.

—:O:—

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	3:15 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 Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all other 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 Bankers' House of McCornick & Co., Salt Lake City; also at Union Pacific Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha.

S. H. H. CLARK, Gen'l Supt. 493

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 35	4 13	30
Centreville	7 50	4 16	75
Farmington	7 56	4 33	1 00
Kaysville	8 12	4 52	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	6 20	
Kaysville	10 32	7 10	1 00
Farmington	10 58	7 31	1 35
Centreville	11 04	7 44	1 60
*Wood's 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 3.00 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 4.5 p.m.

For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent

JOHN SHARP, Superintendent.

FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 269 weekly newspapers, or four lines in a different list of 337 papers, or ten lines twice in a choice of either of four separate and distinct lists containing from 50 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.

ARAMINTHA C. PETTIT, Plaintiff, against LORENZO PETTIT, Defendant. } In Divorce.

The People of the Territory of Utah, to Lorenzo Pettit, defendant, Greeting:

YOU are hereby summoned to appear in an action brought against you by the above named Araminta C. Pettit, plaintiff, in the Probate Court in and for the County of Salt Lake and Territory of Utah; and answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this summons—if served within this County, and if not within this County but within the Third Judicial District of the Territory of Utah within twenty days; otherwise within forty days, or judgment will be taken against you by default according to the prayer of said complaint.

This action is brought to obtain a decree from this Court dissolving the marriage contract existing between this plaintiff and you, and if you fail to appear and answer, as by law provided, the plaintiff will apply to this Court for the relief prayed for in her said complaint and cost of suit.

In witness whereof, I hereunto set my hand and Seal of said Court, (S. E.) in Salt Lake City, this 23d day of May, A.D. 1879.

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

1mo

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA BAR LINE

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

FROM CHICAGO TO

Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, & 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 5.30 a m; Harrisburg 11.45 a m; Philadelphia 4.50 p m; New York 8.45 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 10.55 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 Pittsburgh 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 8.05 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.

J. B. ROBERTS, 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

U CAH 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 24	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 45	8 45	85
Leaves			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 48	11 20	1 65
Amer can Fork	8 56	11 35	1 80
Pleasant Grove	9 05	11 50	1 95
		P. M.	
Pr ve	9 27	12 45	2 50
Springville	9 55	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 33	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 28	3 40	4 35
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	P. M	A. M	
Chicken Creek	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	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Prove	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	5 06	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.

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 alone 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 to this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 611 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 West 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, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agt., Chicago.

FOR SALE.

OR EXCHANGE for good City Property, a FARM of 160 acres, five miles southwest of this city, partly fenced and cultivated, with team and farming implements, etc.

Apply to COOPER BROS., 146tf Under T. R. Jones Bank.

EVENING NEWS.

Friday, July 18, 1879.

Correspondence.

Progress of the Work in Scandinavia.

COPENHAGEN, June 25, 1879.

Editors Deseret News:

In company with Brother P. D. S. Lund, of Sanpete Co., I arrived in this city on the morning of the 11th inst., after a pleasant and agreeable journey of just 21 days from Salt Lake City, and received a cordial welcome by President Flygare and the brethren at this office. With the exception of a short visit to the little island of Moen I have, since my arrival, been employed at this office assisting in the business pertaining to the immigration which we have just got off our hands. A company consisting of 383 souls, besides 12 returning Elders, left this port the day before yesterday bound for Utah; in England they will join the immigrating Saints from the British mission and sail from Liverpool on the 28th inst. President Flygare went with the company to Liverpool. I have for the time being been appointed to take charge of the Copenhagen Branch; it has about 400 members, being the largest branch in the mission. We have a hall here where meetings are held three times a week, and these are generally well attended by both saints and strangers. Bro. C. C. Asmussen, of Salt Lake City, who arrived here about two weeks before me, has been appointed to preside over the Copenhagen conference.

The Scandinavian mission is altogether in a healthy and prosperous condition; considerable new ground has been broken, and especially in the Swedish conference many have been added to the Church in such places where the Gospel never before has made any headway. Our statistical report just published, shows 408 souls baptized during the last six months, and during the past 12 months over 1,000 have been received into the Church by baptism in these lands. The total number of members in the whole mission was, previous to the immigration, about 5,300 souls. The financial affairs of the mission are also conducted in a most economical manner, which is nothing but proper, when the destitute circumstances of the Saints in these countries are considered. A great deal has been done by the Saints at home towards immigrating their poor brethren and sisters; in this respect the list for Gothenborg Conference shows that the great majority of the immigrating Saints from there have been assisted by their friends at home. Among men of means who have acted very liberally this year towards helping the poor Saints away, deserve to be mentioned Bro. H. P. Hansen, of Bornholm, and Bro. Thomas Sorensen, from Aarhnus. The former assisted no less than 25 individuals to emigrate with the last company; the latter probably still more.

I feel thankful to my Heavenly Father for the privilege I again have to lift up my voice to the inhabitants of this country, bearing testimony to the truth of this work and telling them of the great things which the Lord has done and is willing to do for this generation; and although I left a dear little family and a comfortable home in the Valley, I do not feel that my lot is a hard one, or that it would have been better for me to have remained there. My desires are to do the will of God and to work diligently for the promotion of his cause upon the earth, and whether at home or abroad I shall try always to be on hand to do any labor for this purpose which the Lord and his servants may require of my hands, even to the best or my ability. My heart beats warm for the welfare of Zion and I expect to live and see it redeemed, and to behold the kingdom of our God fully established upon the earth. I am happy to say also that there seems to be a goodly number yet in these lands who are willing to listen to the word of truth, and we expect many of them in a near future, to embrace the fulness of the gospel. While some of the immigrants stayed in the city a few days previous to their departure we held a large meeting at the Socialists' Hall, the place where they had put up, on which occasion a powerful testimony was borne to a great number of strangers present, with apparently the desired effect.

I remain your brother in Christ,

ANDREW JENSON.

SHORT AND SHARP.

"Landlady," said he, "the coffee isn't settled." "No," she replied, "but it comes as near it as your last month's board bill does;" and that man never spoke again during the meal.—*Syracuse Sunday Times.*

The *Great Eastern* as a transport for cattle, is to run directly between London and Texas, if the scheme can be made to work. The vessel is said to be able to carry at one trip 2,200 head of cattle and 36,000 sheep.

An uptown man when asked last evening if he was a member of a certain church, replied: "Well, I dunno; b'lieve I am a sort of an honorary member, or something. Anyhow, when they have a donation, I always send something along."—*Albany Argus.*

When a Hartford woman patted her friend's seven-year-old youngster on the head and said, "I should like to have such a little boy as you are," he looked up in her face and replied, "Well, I guess you can; I don't b'lieve God's lost the pattern of me."—*Hartford Journal.*

A gentleman was promenading the street with a bright little boy at his side, when the little fellow cried out, "Oh, pa, there goes an editor!" "Hush; hush" said the father, "don't make sport of the poor man—God only knows what you may come to yet."

"I hear a whisper," said the minister. He was soaring a little in his sermon, imagining an angel to be hovering near and speaking. The deacon was just drowsy enough to be startled by the remark, and to reply hastily, "I guess it's the boys in the gallery."

"Sambo! 'cordin' to yo' idee, which one o' dem Bible chaps made de greatest mistake?" "Dunno, Julius, less I was G'liah." "Wharfo' G'liah, Sambo?" "Case, if he 'd been smart 'nuff ter bin borned a nigger, dat are brickbat Dave huv at his nighter knocked at dat skull o' his'n all day and never got in."

A great deal of poetry has been written about "snow-white sails on a shimmering, sunlit sea," but the sails on most of the craft that we have observed, look as if they had been used for circus canvas in a very wet and muddy season. There's no whiteness about them.—*New Haven Register.*

Mrs. Flintgristle says she never could believe the story about Joshua making the sun stand still. If the boy was anything like her son Henry, all the commanding that could be done from morning till night would be "stop him still. He's a perfect toolotum, is her Henry."

As a party of travelers were being rowed across the Tweed, near Abbotsford, one of the number asked the Charon of the ferry, an old weather-beaten man, full of dry humor, if he could oblige him with a match. "No," said he, "I never had but a match, an' that's my wife, an' faith she's mair than a match."

If the people who send you circulars soliciting money, with a stamped return envelope, would only enclose the stamp loose in the circular there would be some profit in receiving them, but it takes considerable time to cut 'em off the envelope and put them in your stamp box.—*Boston Commercial Bulletin.*

A little religion is a dangerous thing. That was well illustrated in the case of the fire-eating Virginian, who, while returning from a camp meeting, held out his hand to an old enemy and exclaimed: "Give me your hand, Sanders, I've got religion, and I feel mean enough to shake hands with a dog."—*Elmira Advertiser.*

Ireland has a larger percentage of its total area under cultivation than any other portion of the old world, viz. 77 per cent. England ranks next, and Denmark third. Holland carries more cattle to each 100 acres of its cultivated surface than any other country, viz. 29 head; Scotland carries more sheep per 100 acres, 150 head; and Belgium more horses, or 8 to each 100 acres.

Two asides—"Ah! there goes Brown, who need to live in Newman Street! Now he's an A. R. A. and evidently far too great a swell to remember the likes of me!" "By George, if it ain't Jones—a Q. C., if you please, since we last met at Paddy Green's, and of course much too high and mighty to recollect my humble existence!" (Think meanly on each other, and pass on).

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 whatever impurities exist in the nostrils, are necessarily swallowed into the stomach and inhaled into the lungs, thus poisoning the digestive, the respiratory and the genito-urinary organs.

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

5. That smokes, Douches, Inhalations and Insoluble Snuffs, taken into the nostrils and throat, cannot possibly remove infectious inflammation from the organs named.

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

Acting upon these theories, Dr. Wei De Meyer has found a remedy for Catarrhal diseases, which proves to be infallible. His Treatise, with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is sent free and Post-paid to anybody. Wei De Meyer's Catarrh Cure is not yet in the hands of all Druggists. Where not thus procurable, it will be delivered to any address at $1.50 a package. To Clubs, six packages for $7.50. To the trade, liberal terms.

D. B. DEWEY & Co., Ag'ts, 46 Dey St., N.Y.

For sale by Reding on & Co., San Francisco, And Hoge, Davis & Co., Portland Oregon.

NOTICE!

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

In the matter of the estate of John Ricketts deceased.

PURSUANT to an order of said court in said matter, notice is hereby given that Friday, the 18th day of July, 1879, at 10 o'clock 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 William Grimes and Joseph Ward 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 them, at which time and place all persons interested may appear and contest the probate of said will.

D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County, Utah Territory.

S. L. City, July 2, 1879.

WATER REGULATIONS.

To whom it may concern:—

The present scarcity of water for the use of the inhabitants of Salt Lake City, for irrigating and household purposes, suggests that the greatest economy be exercised in the use of water by all persons supplied from the pipes of the City Water Works;

Therefore, for the purpose of stopping the needless waste of water and promoting uniformity in the use of water during the summer months, that no person may suffer loss through the waste or negligence of another,

I, Feramorz Little, Mayor of Salt Lake City, by virtue of the authority vested in me by an ordinance entitled, "An Ordinance in relation to the Salt Lake City Water Works, and the supply of water from the main pipes, and for other purposes," passed July 31st, 1877, do hereby establish the following regulations.

First—The supply of water to all fountains is discontinued during the months of July and August, 1879.

Second—The sprinkling of lawns and gardens is limited to time, to be fixed and regulated by the Superintendent of Water Works; which time shall in no case exceed fifteen minutes sprinkling from one nozzle, of one-quarter inch diameter, to each 100 square yards, or fraction thereof, three times each week, during the months of July and August, 1879.

Third—The sprinkling of yards, sidewalks, windows and fronts is limited to time according to area, to be fixed and regulated by the Superintendent of Water Works, within the hours fixed by ordinance.

Fourth—The waste of water in livery and private stables, through a constant flow into watering troughs, and the unnecessary use of water in washing vehicles is in violation of law and must be discontinued.

Fifth—The waste of water in hotels, private dwellings, stores, saloons, offices or other places caused by allowing continuous streams to flow from hydrants, faucets, or slops over washbasins, water closets, or urinals, or from any apparatus from which water flows, is a violation of law and must be discontinued.

The Superintendent of Water Works, the City Marshal, and members of the police force, are respectfully requested to see that the provisions of the Water Works Ordinance and the foregoing regulations made in conformity therewith are strictly enforced.

Witness my hand and (L.S.) corporate seal of Salt Lake City, this 16th day of July, A. D., 1879.

FERAMORZ LITTLE, Mayor.

By the Mayor, JOHN T. CAIN, Recorder.

TARRANT'S SELTZER APERIENT

Punctual as a Timepiece.—Unless the bowels do their duty with the regularity of clockwork, perfect health is impossible. Therefore, when disordered, control them immediately with

Tarrants Effervescent Seltzer Aperient

The most genial balsamic and effective laxative and alterative known to the medical profession.

SOLD BY ALL DRUGGISTS.

STRAYED OR STOLEN.

A BLUEISH roan COW, 3 or 4 years old, branded ⁓ on left hip.

Whoever will deliver the same to J. Williamson, of the Cedar Valley Meat Market, 7th ward, Salt Lake City, will be suitably rewarded. d3t

VALUABLE INFORMATION

To those interested: I wish to inform the Wool Growers that I am prepared to make arrangements for buying and will pay the highest market price in CASH

FOR WOOL

Wool Sacks, Twine and a No. 1 article of Sheep Shears furnished. I also deal in Hides, Pelts, Tallow, Furs, &c., for which I pay liberal prices. Corner of South and East Temple Streets, Salt Lake City. H. B. CLAWSON.

NEW LAW ON LAND!

ALL parties wishing to enter land, under the new homestead law, or to transact any business connected with the Land Offices, are requested to call on OSCAR W. STAYNER, at his office between the Salt Lake *Herald* and Squires' barber shop, as he attends to the securing of Pre-emptions, Homesteads, Desert Land and all other land claims in Utah.

MR. STAYNER'S office will be pointed out to visitors by calling at the General Tithing Store, or the DESERET NEWS Office; and parties will find it to their advantage to see him and get information before going to the Land Office or elsewhere.

NOTICE.

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

ELIZABETH WHITEHEAD, Plaintiff, vs. CHARLES WHITEHEAD, Defendant. } In Divorce.

The people of the Territory of Utah, to Charles Whitehead,

Greeting:

YOU are hereby summoned to appear in an action brought against you by the above-named Elizabeth Whitehead, plaintiff, in the Probate Court in and for the County of Tooele, and Territory of Utah, and answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this summons, if served within this county, and if not within this county, but within the Third Judicial District of the Territory of Utah, within twenty days; otherwise within forty days, or judgment will be taken against you by default according to the prayer of said complaint.

This action is brought to obtain a decree from this court dissolving the marriage contract existing between this plaintiff and you; and if you fail to appear and answer, as by law provided, the plaintiff will apply to this court for relief prayed for in said complaint, and costs of suit.

In witness whereof I hereunto set my hand and seal of said Court in Tooele City, this 11th day of July, A.D. 1879.

(Seal) F. M. LYMAN, Clerk of the Probate Court, Tooele County.

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