A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.)

At COLUMBUS JUNCTION, with B. C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & Wer.; 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 Ticket 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	3.30 a.m.
ARRIVE	
Daily Express	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

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

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. d30

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 50	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 30	60
Junction	7 37	8 55	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 30	1 65
American Fork	8 56	11 55	1 80
Pleasant Grove	9 08	12 20	1 95
	P. M.	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 22	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
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 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 50
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.	Fares.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	
Lemmington	9 35	23	1 85
Mills	10 35	43	2 85
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 20		
Mills	2 15	9	
Lemmington	3 05	25	1 85
Riverside	5 05	43	2 85
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

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

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woodcross	7 33	4 05	60
Centreville	7 53	4 16	75
Farmington	7 59	4 33	1 00
Kaysville	8 12	4 52	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 34	7 10	1 00
Farmington	10 53	7 31	1 35
Centreville	11 06	7 44	1 60
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.50 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.30 p. m., leaving Ogden at 6.50 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City a, 6.30 p.m.

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

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. LINE

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

FROM CHICAGO TO Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS On all Express Trains.

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

Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 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 Cars.

Reaches Pittsburg 12.15 p. m; Harrisburg 12.55 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 7.20 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

Through Tickets for sale at all Principal points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Gen'l Pass. and Ticket Agent, CHICAGO.

NOTICE

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

WM. NAYLOR, GEORGE NAYLOR.

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

CHICAGO TRADE.

CHAS. EMMERICH & CO., Wholesale Dealers Exclusively in

FEATHERS, 285-287 Madison St., Near Bridge, Chicago.

Our goods are kept by all Leading Houses in the Territory. dly

ORDER D. M. RICHARDSON'S MATCHES.

THE BEST IN THE WORLD—MANUfactured in Detroit, Mich.

For Sale by Z. C. M. I. and all other Grocers and Druggists — Wholesale Chicago Agent,

H. W. DURANT, 15 Michigan Avenue

d30-6m we 8m

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

KEITH BROTHERS, MANUFACTURERS AND JOBBERS OF Hats, Caps, FURS, AND STRAW GOODS, —AND— MEN'S FURNISHING GOODS, BUCK GOODS, ETC.

246, 248, 250 & 252, Madison Street, CHICAGO. dly

JAQUES' Flavoring Extracts

JAQUES' ESSENCE JAMAICA GINGER, MADRAS' LIQUID & AUNDRY BLUE, JAQUES' LEMON SUGAR, ATWOODS' VERBENA AND DAISY TOILET SOAPS.

MANUFACTURED BY Durant, Jaques & Atwood, CHICAGO. dly

W. & B. DOUGLAS, Manufacturers of PUMPS, Hydraulic Rames, Garden and Fire Engines, Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 35 and 37 John St., New York and 107 Lake St., Chicago. Ill. Works founded in 1832. Highest premium awarded them by the Universal Exposition at Paris, France, in 1867; Vienna, in 1873; Philadelphia in 1876; also at Paris in 1878. dly

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

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

JAS. WILLIAMSON, Proprietor.

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

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

Sausages a Specialty. d91

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

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

W. L. PRICE, DEALER IN Fish, Poultry & Game, FRUIT, VEGETABLES & GROCERIES, —ALSO— FLOUR, GRAIN, HAY & SEEDS.

First South Street, opposite Kimball Block, Salt Lake City, No. 1257.

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

WATSON BROS., STONECUTTERS AND BUILDERS

TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.

South Side of South Temple Street, a little East of Eagle Gate.

W. J. MOSS & SON

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

HARNESS, Single and Double, Heavy and Light, also Saddles, Bridles, Halters, &c.

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

Workingman's Harness Shop, 72 Second South Street.

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

GODBE, PITTS & CO., WHOLESALE AND RETAIL DEALERS —IN— DRUGS, MEDICINES, WINES, LIQUORS, IMPORTED ALES, AND PORTERS, PERFUMES, ASSAY AND MILLING MATERIALS, CHEMICALS. OILS, DYE STUFFS, ETC., —ALSO— THE FINEST CIGARS.

Country Trade Solicited

Best Terms Offered. A Full and Complete Stock.

CORNER MAIN AND FIRST SOUTH STS SALT LAKE CITY. d2m

EVENING NEWS.

Wednesday, - - June 16, 1880.

Correspondence.

ST. GEORGE, June 10, 1880.

Editors Deseret News:

We have had the most changeable weather here of late ever known in Dixie; sometimes exceedingly warm and then quite cool again. The harvest of small grain is said to be light in consequence of frost last winter and heavy winds of this summer and spring.

A few days ago I called at Mrs. Ann Cannon Woodbury's, and was surprised to see thousands of silkworms busy spinning their cocoons. This lady deserves credit for her perseverence and enterprise in raising silk and taking care of bees. There are many people in this world who quietly produce from the elements the things we need, who never are heard of figuring prominently before the public; and this estimable lady belongs to this class. "Let us give honor to whom honor is due."

Last night our citizens were out in force to see the panorama of "The Pyramids of Egypt," which gave great satisfaction. They repeat tonight.

Apostle Erastus Snow is expected home to-day. Our conference will commence on Saturday next at 10 a.m.

On Monday, we elected R. Bentley, A. B. Whitehead and Thomas Judd school trustees. These gentlemen seem to enjoy the confidence of the people, and are well qualified for the duties resting upon them.

Loads of lucern hay of this year's cutting are seen in our streets. This is encouraging, as hay has been very dear and very scarce.

Very little building or improving is going on at present.

AMRAM.

From the North.

MARKET LAKE, Oneida Co., Idaho, June 13, 1880.

Editors Deseret News:

Not much transpiring in this part of the country, though there might be if about a thousand families were to come here and settle, taking possession of the fine natural advantages presented here to those who have no farms or homesteads. Here there is good land—thousands of acres—waiting for some one to till it, and plenty of water, range, etc., and a good climate for small grain, roots, etc., barring the wind. This is a windy country, though not more so perhaps than Iron and Washington counties, Utah.

Indications are that Snake River will be very high this summer, and the U. & N. R. R. Company are preparing for it. For some 10 miles in this section the river overflows the country and endangers the track; consequently, for about a month, Mr. J. H. Martineau, civil engineer, with a strong force of teams and scrapers has been building a levee and strengthening the railroad embankment with earth, rip-rap, etc. This has already done good service, as the river, though not fully up, has overflowed several low places now protected by the levee.

Great numbers of passengers go daily northward by railway, and an immense amount of freight, keeping the 16 locomotives constantly employed, as well as the hundreds of freight cars.

Near Blackfoot is a "roundup" as it is called—all the cattle within hundreds of square miles are collected into a vast herd, where cattle owners claim and brand the young stock and then turn them loose again for another year. The men employed in this gathering are called "cow boys," and judging from the conduct of some thirty of them at Blackfoot the other day and night, are a wild, rough and degraded class, more so many think than Indians.

X.

Foul Brood.

SALT LAKE CITY, June 12, 1880.

Editors Deseret News:

Much has been said about bees, foul brood and the destruction of the latter, and I really believe much more has been said than done. Bros. Morgan and McKay, as vice-presidents of the Territorial Bee-keepers' Association, and myself, by request of the president of the parent association, have taken some interest in organizing branch associations in the various counties, also aiding in the appointment of bee inspectors, to secure a more effectual system of eradicating this great enemy to the success of intelligent bee culture and of making this enterprise a success in this Territory. Foul brood must be cleaned out effectually, or we really well know that instead of success there will be a signal failure. It cannot be otherwise, as the disease is so widely and deeply rooted, especially in Utah, Salt Lake, Davis and Weber Counties.

There are various opinions as regards the cause of this disease; but at present it is sufficient to say it really is right here in our Territory, and is destroying whole apiaries worth hundreds and thousands of dollars. Then our motto is, let us be doers as well as hearers; less theory and more practice.

While we were in Davis County, we found as many as 27 foul brood hives out of 34 in one apiary, and others slightly affected and occasionally an apiary healthy and doing well. We have to say that the people generally felt disposed to make a clean sweep and destroy those affected bees, hives, combs, honey and all. This should be universally observed, although some would think and say it looks hard to destroy by fire those beautiful hives, and that nice looking queen, cannot we clean those hives and save them? We do not say this is impossible, but we do say that about eight cases out of ten would prove a failure. In one instance a foul brood hive stood empty two years in a cellar; it was subsequently used by putting a healthy swarm of bees into it, and not strange to say to experienced bee keepers, that hive of bees became affected and spread disease through the whole apiary, and I believe that the result is the entire destruction of that apiary. Some, to our knowledge, have tampered with cleansing and curing this disease, to the tune of hundreds of dollars, and to-day are strong advocates of total destruction.

In Salt Lake County we have only one Bee Inspector, and much more than he is able to do; let all who are experienced therefore, lay hold with a helping hand, as missionaries, with a hope of reward and satisfaction of doing a little good in the right direction. Evening before last, unto this end, Bros. Morgan, McKay and myself consigned ten hives from one apiary, bees, hives, honey and all, to the cleansing element of fire, valued in all $150 to $200; most of the hives were two story cottage style. Our Territorial law makes all who knowingly keep foul brood hives exposed, liable to a fine of up to $25 and the second offence to $50.

For the benefit of many who do not understand how to detect foul brood, we will say that the cap of the cells containing the brood, which is generally in the middle or lower part of the combs, and near the middle of the hive, in order to be kept warm by the nurse bees, will be found of a dark color and shrunken, sometimes preforated with small holes. A penknife or pin will serve well to open or lift the cap of the cell, and if the young bee is perfect it will show signs of life and look white and healthy, although ever so young. But in the first stage of the disease it will be dead and assume a dark or black appearance, and in its very worst features will appear a mass of black corruption, stringy or ropy and with a foul smell, something like rotten fish, becoming so foul that the clean habits of the bee cause them often to leave the hive in disgust.

Every bee keeper discovering these effects should at once send for the County Inspector of Bees to decide upon the case, and let all be united with one accord throughout the entire Territory and get a victory, and have plenty of good, pure honey, which is healthy for our children and can be used for preserving, etc., and produced so abundantly that it may be placed on the market at a cost that it may be obtained by the poor much cheaper than other sweets imported. Hoping that an increased interest will be taken, I conclude.

EDWARD STEVENSON.

H. PUZEY, Wagon and Blacksmith Shop

AT THE OLD STAND OF LATE MALquist & Puzey, one door west of Bain Wagon Depot. All kinds of repairing done. Orders promptly executed. The Blacksmithing is superintended by an experienced and good workman in all its branches, and who is well known in the business.

Horse Shoeing in the Best Style.

WESTERN MEAT MARKET

Notice of Transfer of Business.

HAVING TAKEN THE BUSINESS OF J. A. YARNES, WESTERN MEAT MARKET, we beg to inform the Customers and the Public generally that we will have always on hand a full stock of **Choice Meats**. All orders entrusted to our care will be carefully filled and promptly delivered.

WHITE & SONS, Proprietors of PEMBROKE and WESTERN MEAT MARKETS. d3

WATCHES, JEWELRY.

BEAUTIFUL AND CHEAP,

Consisting of Brooches, Ear-rings, Finger-rings, Studs, Sleeve-buttons, Bracelets, Necklaces, Chains, Lockets, Full Sets, etc.

[A Fine assortment of Ladies' and Gents'

Gold and Silver WATCHES.

A Large and Complete Stock always on hand

CLEANING WATCHES, - $1.50.

And everything else in our Line *Reduced in the Same Proportion.*

Articles and Workmanship guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN

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.

Wei De Meyer's CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. DEWEY & Co., 46 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

P. LATIMER, G. H. TAYLOR, G. ROMNEY, P. 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 and 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 Manufactories 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.

INVALIDS AND OTHERS SEEKING HEALTH, STRENGTH AND ENERGY,

WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

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

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

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

Send your address on postal card for a copy, and information worth thousands will be sent you. Address, the publishers,

PULVERMACHER GALVANIC CO., 513 Montgomery St., San Francisco, California.

Coughs, Bronchitis & Consumption.

What a Well-Known Druggist says about Allen's Lung Balsam.

MOTHERS, READ! OAKLAND, STATION, KY.

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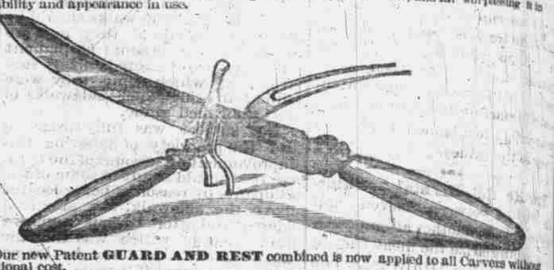

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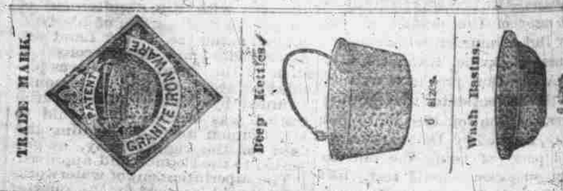

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