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 Pamillion, Bonaparte, Bentonsport, Iadianola, Eldon, Ottumwa, Bodyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Hastings and Red Oak; Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas City.

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. Throughout 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 the majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line proving it), we are pleased to announce that the 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 the SMOKING SALOON, found on our so-DAY-LIGHT "Bandit" 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 THE 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. & Chicago Rds.

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

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

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

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Island & 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. R. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At HANNIBAL, with H., St. J. & K. C. 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.

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 18	4 08	80
Centreville	7 25	4 16	75
Farmington	7 40	4 30	1 00
Kaysville	8 12	4 57	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 31	7 10	1 00
Farmington	10 52	7 31	1 25
Centreville	11 04	7 44	1 50
Woods Cross	11 18	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 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.

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	7.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	9.40 a.m.
Freight	4.30 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 Colorado 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.

H. CLARK, Gen. Supt. d90

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	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
Levanduhls	7 28	8 20	60
Junction	7 31	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 50	
Thipson	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 39	1 80
Pleasant Grove	9 08	11 50	1 95
	A.M.	P.M.	
Provo	9 20	12 45	2 10
Springville	9 37	1 10	2 35
Spanish Fork	10 08	1 36	3 05
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 15
Mona	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT	P.M.	P.M.	
Juab	12 20	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	To
Mona	2 04	9 40	1 15
Santaquin	2 40	10 10	1 45
Payson	3 05	11 15	2 00
Spanish Fork	3 19	11 25	2 50
	P. M.		
Springville	3 34	12 20	2 75
Provo	3 40	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	P. M.	P. M.	
Sandy	5 40	3 40	4 65
LEAVES		4 15	
Sandy		4 15	
Junction	5 44	4 20	4 75
Levanduhls	5 55	4 30	4 60
Germania	6 02	4 36	5 00
Morgan	6 07	5 20	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, 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	1 K
Lemmington	9 15	23	1 K
Mills	10 35	43	2 K
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	1 K
Lemmington	3 35	23	1 K
Riverside	5 05	43	2 K
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.

THE OLD RELIABLE

FORT WAYNE 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 8.15 a. m; Baltimore 6.20 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 10.55 p.m.; Philadelphia 3.30 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 8.05 a. m; Philadelphia 6.00 a. m; New York 10.35 a. m; Boston 8.00 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.

SALT LAKE CITY, Feb. 21st, 1880.

To A. F. Weeden, E. C. Williamson and Titus Billings, your heirs and Assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you in order to hold the following mine, to wit:

The Weeden, for years ending October 25, 1878-9, fourteen dollars and 7 3-3-100.

E. C. Williamson thirty-three dollars and 87 1-2-100. Titus Billings twenty-six and 66 5-7-100 on the Yellow Jacket No. 2 mine or lode situated in Day's Fork, Big Cottonwood mining district, Salt Lake County, Utah Territory, which belong to the owners of your respective assessments for the year ending October 25, A. D. 1879, and unless you pay the same within ninety days from date together with the cost of advertising, your interest in said mine or lode will be forfeited to me by operation of law.

S. C. EWING.

ST. LOUIS TRADE.

L. M. RUMSEY & CO.,

Manufacturers and Jobbers of

PUMPS, AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Gas Pipe, Plumbers' and Steam Fitters' Brass Goods, Belting, Hose and Packing,

AGRICULTURAL IMPLEMENTS,

Fence Wire, Barbed Wire, Kn[illegible]ing, Etc., Etc.

810 NORTH SECOND ST., ST. LOUIS, MO.

Leggett & Myers Tobacco Co.,

MANUFACTURERS OF THE

STAR, RANGER, COMMERCE, CLIPPER, AMBER,

AND OTHER BRANDS OF

TOBACCO.

On sale by Z.C.M.I. and Branch Stores. d1y

BARSTOW & WHITELAW,

617 North Second Street, ST. LOUIS, MO.,

— DEALERS IN —

OILS, PAINTS, NAVAL STORES, HEAVY DRUGS AND WINDOW GLASS.

Manufacturers of Varnishes, Soap Makers, Tanners and Woolen Mill Supplies a Specialty. dcom-1y

FRIEDMANN & LAUTERJUNG,

(A. J. JORDAN, SOLE AGENT,)

MANUFACTURERS OF CUTLERY,

91 Chambers St., N.Y. 423 N. 5th St. St. Louis

The Celebrated HAND-MADE "Electric" Shears, (With bent handles, Nickel Plated), and full Concaved Patent "Electric" Razors. *The Best in the World.*

For sale by Z. C. M. I. and all its Branch Stores. d6m

ECLIPSE

WIND MILLS!

THE BEST IN THE WORLD.

FAIRBANKS & CO.,

302 and 304, Washington Ave., ST. LOUIS, *SOLE AGENTS.* d6m

E. E. SOUTHER & BRO.,

IRON DEALERS!

BAR, BOILER, SHEET, PLATE, ANGLE AND T IRON.

U. S. and LOWMOOR BAR and PLATE IRON, SMALL T RAIL and SPIKES.

NUTS, WASHERS, RIVETS, NAILS, ETC.

Corrugated Sheet Iron for Roofing, KEPT IN STOCK.

963 North Second Street, d3m *ST. LOUIS, MO.*

W. H. GURLEY, Pres't. F. W. ROCKWELL, Sec'y

SOUTHERN COMPANY TRADE MARK WARRANTED STRICTLY PURE WHITE LEAD IN PURE LINSEED OIL ST. LOUIS

Every Package of this Company's Brand of

STRICTLY PURE WHITE LEAD,

Bears the Company's guarantee of its Absolute Purity.

THE SOUTHERN WHITE LEAD

Is manufactured entirely from the Best Refined Pig Lead, and is ground in pure Linseed Oil, and as the name of the Company is placed only upon

STRICTLY PURE,

Parties buying White Lead branded "Southern Company," are absolutely sure of obtaining a Perfectly Pure Article.

—FOR SALE BY—

DEALERS GENERALLY. d6m

GRAND CHARTER OAK STOVES AND RANGES

THE BEST

—IS—

Always Cheapest!

MADE ONLY BY

EXCELSIOR M'F'G CO.,

ST. LOUIS,

DEALERS IN

STOVES

METALS, STAMPED WARE,

TINNERS' STOCK & TOOLS

FOR SALE BY

Z. C. M. I.,

Sole Agents in SALT LAKE CITY. d6m

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Obtained for new inventions, or for improvements on old ones, (re-issues) or other communications, trade-marks and labels. Caveats, Assignments, Interferences, Appeals, Suits for Infringement, and all cases of Patent Law, promptly attended to—INVENTIONS that have been

REJECTED by the Patent Office may still, in most cases, be patented by us. Being opposite the U. S. Patent Department, we can advise as to patentability FREE OF CHARGE. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED. By special arrangement with Post Master-General JAMES, we refer, by permission, to the German-American National Bank, to officials in the U. S. Patent Office, and to Senators and Representatives in Congress, and to our clients in every State in the Union and in Canada. Address,

A. SNOW & CO.,

Opposite Patent Office, Washington, D. C.

EVENING NEWS.

Friday, - - April 30, 1880.

Correspondence.

Missionary Work in Australia.

WALKER STREET, Bedfern, Sidney, March 20, 1880.

Editors Deseret News:

Since last writing you, I have traveled in various directions in the colony of New South Wales preaching the gospel wherever opportunity presented itself. The people of this colony are not very liberal in offering places to preach in I have done most of my preaching out of doors and often I have found it hard work to get a congregation. I generally go from house to house distributing tracts and inviting the people to come out and I would tell them of the principles of life and salvation. I find it hard work traveling on foot in this semi-tropical climate in the best of weather and in the summer, it is next to impossible; in some portions of the country districts the heat ranges from 105° to 120° in the shade; which is almost too warm to travel.

Elder I. F. Speight, the President of the Sydney branch, and myself, visited Bathurst 150 miles from Sydney by railroad. The railroad traveling in this country is not so pleasant and comfortable as in America. The railroads all belong to the government; the charges are much lower than in America (two and three cents a mile). We arrived there in the morning nearly frozen, having crossed over the Blue Mountains, which have derived their name from a blue mist that is always on the mountains. We viewed one of the finest pieces of railroading we ever saw; it is called the zig zag, the only way the road could be taken over the mountains. There is some beautiful scenery on this route, it extends as far as Orange, 192 miles from Sydney.

Bathurst contains somewhere about 10,000 inhibitants. We had to walk through the town till the people stirred about. We found a Mr. Morrison, who kindly entertained us and introduced us to his employer, a Mr. Hill, who showed us considerable kindness and referred us to the mayor of the town, who let us have the Town Hall by paying five shillings for it. You cannot get a place to preach in here without paying for it; they are all for money, money. We advertised our meeting in the morning papers and had a good attendance. Brother Speight discoursed for an hour and fifteen minutes upon the first principles of the gospel, in a very plain and lucid manner. I followed bearing testimony that Joseph Smith was a prophet called of God, that his kingdom was established on the earth never more to be thrown down or given to another people. They listened very attentively to us till we were through talking, when they commenced asking questions on every hand. I never felt better in my life, and seemed able to answer any question they might put, but they became very clamorous and we had to quit. A Mr. Bags kindly took us to his house and entertained us, gave us money to pay our hotel bill. We staid in Bathurst nearly a week, made a few friends, and two gentlemen paid our fare to Sidney.

I have since that visited the south coast towns of the colony, Campbelltown, Apping, Bulli, Womona, Wolongong, Shellharborne and Kiama, and preached in these towns out of doors, and in making a second trip on this round I baptized a man and his wife and blessed their two children, and they have the spirit of gathering. I was treated very kindly and my way opened up before me. My feet were badly blistered. Since then I have confined my labors to Sidney and surrounding suburbs, but with no apparent results. The convict element is greatly mixed up with the people, with a good per centage of apostate "Mormons" from the old country, and the spirit of lust in all its varied forms is rampant in these towns to an awful extent. The chief diet of the people, more especially in the country districts, is meat, tea and damper. The Chinese raise nearly all the vegetables.

I remain yours in Christ,

F. J. MAY.

CROYDEN, U. T., April 27, 1880.

Editors Deseret News:

An article published by you and headed "A Startling Decision," in the case of Heber Bankhead vs. the Union Pacific Railroad, as rendered by Judge Hunter, has opened the door to a state of things not to be tolerated. A poor man was deprived of his only team on Saturday morning last. After losing everything in the line of cattle and sheep, through a seven months' winter, then to lose the team of horses, was bread lost to him and little ones. They were turned out, and the train going east, and known here as the midnight train, drove them along the track, until reaching a culvert, both were killed. People living not over ten rods from the track and place stated were awakened by the whistling of the engine, and they declare the train could have been stopped and the horses saved. It is not very hard to stop on an up grade, and with clear moonlight. This startling decision is fresh in the minds of railroad men, and it is "go ahead—we pay for nothing." Charles Shill, of Croyden, U.T., reports his loss, and puts in a claim for $300, but that decision stands in the way of justice, and years may elapse before he may get a cent. As before said, it is a question of bread with him.

You must pardon me. This question should not be left to stock men and farmers alongside of the road, as recommended in your paper. These men are citizens of the United States and taxpayers of Utah. The decision of Judge Hunter is an insult to the Territory of Utah, and should be prosecuted by the Territory. I offer no objection to co-operating together and close by saying, if you will open a defence fund, although one of the poor, put me down for five dollars, in the hope that justice may be done these men and others that may be called to suffer.

Respectfully yours, CHARLES BUNTING.

The Sagacious Wasp.

I had always supposed that even so formidable an insect as a wasp would hardly want anything to do with a good, full-grown spider, for I know enough of the combativeness of the latter to presume that he would not meekly submit to the sacrifice of his progeny to satisfy the appetite of a wasp. But one day I saw a little demonstration which made the whole thing very clear to me. You know of the careful manner in which the spider builds and encloses the nest in which his young are brought forth and reared. Well, I was observing one of these nests one morning, when I saw a mud wasp come buzzing along and alight within an inch or two of it, on the side opposite the opening. After all was quiet he proceeded with his little game of strategy.

Creeping noiselessly around toward the opening or entrance to the nest, he stopped a little short of it, and for a moment remained perfectly quiet. Then reaching out one of his antennae he wiggled it before the opening and withdrew it. This overture had the desired effect, for the boss of the nest, as large a spider as one ordinarily sees, came out to see what was wanting and to set it to rights. No sooner had the spider emerged to that point where he was at the worst disadvantage than the wasp, with a movement quicker than a wink, swung the rear portion of his body around and thrust his sting though the body of his foe, killing him easily and almost instantly. The experiment was repeated on the part of the wasp, and when there was no response from the inside he became satisfied, probably, that he held the fort. At all events, he proceeded to enter the nest and slaughter the young spiders, which were afterward lugged off one at a time. You see this accounts fully for the spider linings which we always see in the nests of mud wasps, and makes it all as clear as if that particular wasp had told me beforehand just what he proposed by his strategy to accomplish. Now it is just such demonstrations as this which must convince us of the intelligence of the lower animals, differing only in degree and development from the intelligence of man.—*Seth Green.*

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 unmitigated frauds practiced by quacks and medical imposters 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.

Gentlemen: The demand for **Allen's Lung Balsam** is increasing constantly. The ladies think there is no medicine equal to it for Croup and Whooping Cough.

C. S. MARTIN, Druggists.

Sold by all Medicine Dealers.

TOLL-GATE NO. 2. Beautiful Colored Picture. Very ingenious. 75 objects to find. Send stamp for package. Dr. E. C. ABBEY. Buffalo, New York. dw 1y

T. 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.

Swallowing

POISON

Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Sniffles, Buzzing in the Ears, Deafness, Crackling 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. Wei De Meyer's Catarrh Cure absorbs the purulent virus and kills the seeds of poison in the farthest 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. G. PRESBURY, Prop. West End Hotel, Long Branch, cured of 20 years Chronic Catarrh.

S. BENEDICT, JR., Jeweler, 697 Broadway, N. Y., (member of family) cured of Chronic Catarrh.

E. H. BROWN, 359 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, Fishill, N. Y., cured of 9 years Chronic Catarrh.

MRS. JACOB SWARTZ, Jr., 260 Warren St., Jersey City, cured of 15 years Chronic Catarrh.

A. R. THORN, 181 Montague St., Brooklyn, (self and wife) cured of Catarrh.

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

MLLE. AIMEE, Opera Prima Donna, has recently received very great benefit from it.

A. MCKENZIE, R. R. Pres., 33 Broad St., N. Y., has lately experienced immediate Relief.

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

Wei 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., 16 Dey St., N.Y., at $1.00 a package. To Clubs, six packages for $5.00. Dr. Wei De Meyer's Treatise is sent free to anybody.

Children Cry for Pitcher's Castoria

Centaur Liniment, the world's great Pain-relieving agents for Man and Beast. 2 d7

JOHN READING,

NURSERYMAN AND FLORIST,

Corner of 2d South and 2d East Streets, Salt Lake City,

— HAS A CHOICE VARIETY OF —

FRUIT AND SHADE TREES,

Shrubs, Flowers and Pure Seeds.

Which he is prepared to furnish at Better Rates than the worthless Importations.

JAKE HEUSSER,

Importer and General Dealer in

GUNS, PISTOLS,

AMMUNITION,

FISHING TACKLE

— AND —

CUTLERY

OF ALL DESCRIPTIONS.

ALSO DEALER IN

CIGARS AND TOBACCO.

100 MAIN ST., SALT LAKE CITY.

DAVID JAMES,

LICENSED

PLUMBER, TINNER,

STEAM AND GAS FITTER.

Respectfully announces that, buying his material by the car load, he is prepared to

LAY WATER PIPES

On Short Notice, at

LOWEST POSSIBLE PRICES.

A LARGE STOCK OF

Pumps, Plumbing Goods, Iron Pipe, Hose, and Sheet Lead Kept in Stock.

OFFICE AND WORKSHOPS, WEST TEMPLE ST., OPPOSITE CITY MEAT MARKET.

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

ZION'S

SAVINGS BANK

AND

TRUST CO.,

A FEW DOORS

SOUTH OF THE CO-OP BUILDING,

HAS

MONEY to LOAN

AND TAKES

DEPOSITS ON INTEREST.

NOTICE.

James Crouch, his heirs or assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you, in money and labor, on the Zelnora mining claim, situated at the head of Carr Fork, Bingham, West Mountain Mining District, Utah, the sum of five dollars ($5.00), this sum being one-half of the amount of your assessment as co-owner in said claim, for the year 1878; and that unless you pay to me the sum of five dollars, together with the expenses of this notification, I shall seek the legal remedy provided for such cases.

S. R. DICKSON, Attorney for Paul K. Sheffield.

James Crouch, his heirs or assigns.

You are hereby further notified that I have expended for you, in money and labor, on the above-named Zelnora mining claim, situated as above mentioned, at the head of Carr Fork, Bingham, West Mountain Mining District, Utah, the sum of ten dollars ($10.00), this sum being the amount of your proportion of the assessment work required on said claim for the year 1878; and that unless you pay the said two above-mentioned sums of money, together with the cost of this advertisement, to me, within 90 days from the date hereof, your interest in said above-mentioned mining claim will become mine by due course of law.

d130 90d S. R. DICKSON.

Tuesday, April 27, 1880.

NOTICE.

James Richey, his heirs or assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you, in money and labor, on the Zelnora mining claim, situated at the head of Carr Fork, Bingham, West Mountain Mining District, Utah, the sum of five dollars ($5.00), this sum being one-half of the amount of your assessment as co-owner in said claim, for the year 1878; and that unless you pay to me the sum of five dollars, together with the expenses of this notification, I shall seek the legal remedy provided for such cases.

S. R. DICKSON, Attorney for Paul K. Sheffield.

James Bigley, his heirs or assigns.

You are hereby further notified that I have expended for you, in money and labor, on the above named Zelnora mining claim, situated as above mentioned, at the head of Carr Fork, Bingham, West Mountain Mining District, Utah, the sum of ten dollars ($10.00), this sum being the amount of your proportion of the assessment work required on said claim for the year 1878; and that unless you pay the said two above-mentioned sums of money, together with the cost of this advertisement, to me, within 90 days from the date hereof, your interest in said above-mentioned mining claim will become mine by due course of law.

S. R. DICKSON.

Wednesday, April 28th, 1880. d130 3m

CHAMPION REAPERS & MOWERS

Tiger Sulky Hay Rakes (Self Dumpers).

Farmers who are now looking around them to see where they can get the Best Goods and for the Least Money, we invite them to Look in at

THE BAIN WAGON DEPOT!

And you will find the above celebrated Harvesting Machines, which are so well know and known to be the most durable in use. I also keep a full line of

Oliver Chilled Plows, Moline Plows, Randall Pulverizing Harrow, Cultivators, Scrapers, Etc., Casaday Sulky and Gang Plows, Triumph Grain Drill and Seeder, Feed Cutters, Doors and Sash.

WAGON MATERIAL AND HARDWOOD LUMBER

PORTER SHEET IRON ROOFING

The Best and Cheapest Roofing Material used.

Address: HOWARD SEBREE, Salt Lake City

Hibbard, Spencer & Co.

NAILS, BARBED FENCE, ETC. AGRICULTURAL IMPLEMENTS.

— JOBBERS OF —

HardwarE

AND CUTLERY.

Barbed Fence and Miners Supplies

Cor. Lake Street and Wabash Avenue. CHICAGO.

MERIDEN CUTLERY CO.,

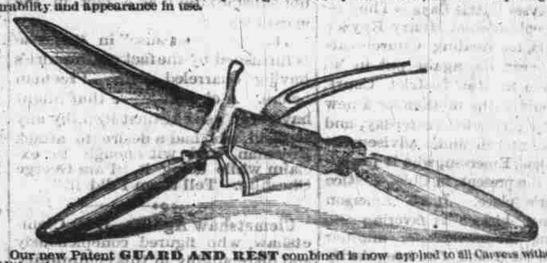
— MANUFACTURERS OF —

SUPERIOR TABLE CUTLERY,

Pearl, Ivory, Rubber, Bone, Ebony and Rosewood Handles, and Heavily Silver Plated SOLID STEEL KNIVES, also exclusive manufacturers of the

CELLULOID HANDLE!

A perfect substitute for Ivory, equalling it in beauty when new, and far surpassing it in durability and appearance in use.



Our new Patent GUARD AND REST combined is now applied to all Carvers without additional cost.

MERIDEN CUTLERY CO., Factory, West Meriden, Conn. Salesroom, 49 Chambers St., New York

Our Goods are kept by Z. C. M. I. and all its Branch Stores.

30 North 3d Street, Philadelphia, Pa.

LAING & MACINNIS,

IMPORTERS AND WHOLESALE DEALERS IN

SHOE FINDINGS, SILK, WORSTED & COTTON TERRY ELASTICS,

BOOT AND SHOE MACHINERY,

— BEING THEIR AGENTS, WE SELL THE FOLLOWING AT MAKERS' PRICES —

Lyon's Heel Stiffeners, New England Co.'s Sewing Awls, Hamilton Web Co.'s Boot and Gaiter Webs, Brass and Nickel Heel Plates, Heaton Patent Button Fasteners, Williams Excelsior Lasting Tacks, American Tip Co.'s Leather Shoe Tips, Extra Heavy Shoe Bristles.

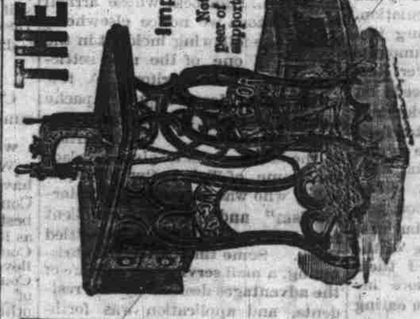
THE ABOVE CAN BE PROCURED AT

Zion's Co-operative Mercantile Institution.

THE NEW VICTOR.

SIMPLICITY SIMPLIFIED!

Improvements September, 1878.



Notwithstanding the VICTOR has long been the peer of any Sewing Machine in the market—a fact supported by a host of volunteer witnesses—we now confidently claim for it greater simplicity, a wonderful reduction of friction, and a rare combination of desirable qualities. In short it is a beautiful specimen of mechanism, and of inventive genius. Note.—We do not lease or consign Machines, therefore, have no old ones to patch up and guarantee for our customers.

We Sell New Machines Every Time.

Liberal terms to the trade. Don't buy until you have sent the Most Elegant, Simple and Easy Running Machine in the Market.—The E. Reliable VICTOR.

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