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 Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Bellman, 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 between these same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasant surprise you will meet with in 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, as 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, instead of one dining room for all, this line (notwithstanding it was strongly urged to adopt 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.

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At LA SALLE, with Illinois Central R. R.

At PEORIA, with P. P. & J. (P. L. & D.), 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. 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. & M. 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.

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At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Branch 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,

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U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:20 a.m.
Mixed	6:00 p.m.
Freight	9:20 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	6:40 p.m.
Freight	3:15 p.m.

Daily connections made at Ogden with Central Pacific R. Rd. 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 points mining camps and Pleasant Resort 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 of Mr. McCornick & Co., Salt Lake City; also of Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

J. H. KIMBALL, Gen'l Ticket Agent, Omaha.

S. H. H. CLARK, Gen'l Supt. 480

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FROM CHICAGO TO

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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.

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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 3.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 8.15 a m; Baltimore 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 3.55 a m; New York 6.45 a m; special Philadelphia sleeping car on this train, which remains in depot until 8.30 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 4.05 p m; Harrisburg 3.50 a m; Baltimore 6.45 a m; Washington 9.05 a m; Philadelphia 6.50 a m; New York 10.35 a m; Boston 5.40 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. M. ETHERS, Gen'l Pass. and Ticket Agent. CHICAGO.

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 25	4 05	50
Centerville	7 39	4 18	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	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 11	7 10	1 00
Farmington	10 33	7 31	1 25
Centerville	11 05	7 44	1 50
*Wood's Cross	11 19	7 53	1 75
Arrive at Salt Lake	11 40	8 20	2 00

*Passing places.

FREIGHT TRAINS 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 4.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.30 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 7 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 307 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 70 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 the States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & Co., 10 Spruce St., N. Y. 6m

UTAH CENTRAL RAILROAD BATHING TRAIN!

ON and after July 5th, during the bathing season, the Utah Central Railroad will run a DAILY BATHING TRAIN to

LAKE SHORE

Leaving Salt Lake City at 5 o'clock p.m., and return at 7.50 p.m.

Fare to Lake Shore and return, 50c. d186

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E. V. FOHLIN, begs to inform his friends and the public in general, that he is prepared to do book-binding in all its branches at the shortest notice and at the lowest possible price, at his residence on South Temple street, one block west of Valley House.

Patronage respectfully solicited.

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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. I am still in the deal in Hides, Pelts, Tallow, Furs, &c., for which I pay liberal prices. Corner of First and East Temple Streets, Salt Lake City. B. Gerwer.

Deseret News Office.

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	60
Lowndale	7 24	8 20	60
Junction	7 37	8 35	75
Arrive at Sandy	7 49	8 45	85
Leave Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 25	3 00
Payson	10 22	1 40	3 10
Santaquin	10 50	2 00	3 75
Mona	11 28	2 40	4 25
Nephi	11 50	4 30	4 75
Arrive at Chicken Creek	12 30	5 20	5 56

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 25
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 12	11 55	2 50
		P. M.	
Springville	3 24	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
Leave Sandy		4 45	
Junction	5 45	4 55	4 75
Lowndale	5 55	5 10	4 90
Germania	5 57	5 20	5 00
Morgan	6 05	5 30	5 00
Arrives at Salt Lake	6 35	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, best, 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

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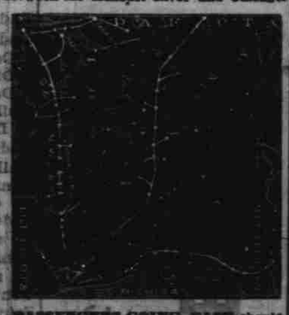
No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.



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BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Nights Early Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK,

AND OTHER EASTERN POINTS.

Insist that the Ticket Agents 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 to this Line.

Through Tickets via 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, 5 State Street. Omaha Office, 252 Main street and U. P. Depot. San Francisco Office, 2 New Montgomery Street, Connecting Ticket Office at U. P. Passenger 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 tickets and information not attainable from your home ticket agents, apply to

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DESERET NEWS OFFICE.

EVENING NEWS.

Saturday, September 13, 1879.

MR. STAYNER BEFORE THE LAND COMMISSION.

The gentlemen appointed by Congress to travel, and obtain information as to the needed changes in land and timber laws have held a session every day during the past week, and many suggestions have been presented by gentlemen representing various interests of the Territory. Yesterday morning Mr. Chas. W. Stayner, attorney, of this city, furnished the Commission with the following well digested statement, and was promised at an interview in the afternoon, that due consideration would be given to his suggestions therein contained. The document is well worth the reading, as it contains matters in which the residents of this Territory are generally interested.

If the ideas therein advanced should become embodied in our national laws, much good will result, especially to our farmers and the settlers on public lands throughout the Territory. The representations on the timber question as well as on the land laws are strictly correct, and demand immediate relief for our population. But whether the amendments suggested are adopted or not, Mr. Stayner may rest assured that his efforts in behalf of the people of Utah, will be duly appreciated by them as a disinterested action in their behalf. Following is the statement:

SALT LAKE CITY, U. T., September 11, 1879.

To the Hon. Land Commissioners now in Session at Salt Lake City U. T.:

Gentlemen—As an attorney practicing in Utah, and having some experience in land cases, as well as some knowledge of the difficulties under which the settlers in this Territory have to labor, both as regards land, and timber, I herewith present for your consideration a few suggestions which are the result not only of my own observation but of others who have constituted me their representative in these matters.

First, in regard to the homestead and pre-emption laws, I would respectfully call your attention to a memorial of the Governor and Legislative Assembly of the Territory of Utah, approved Feb. 23, 1878, and to be found on pages 168 and 169 of the printed laws, memorials and resolutions passed at the last session of the Assembly. This memorial shows that settlers upon public lands in this Territory are frequently distressed "by the lack of water for domestic purposes; or the brackish and unwholesome nature of the water there obtained from wells, until by the construction of canals for irrigation, water is brought through such land suitable for general use."

And the document proceeds to ask for legislation that shall extend to *bona fide* builders of canals and ditches the benefit of existing laws in such a manner, that so much means or labor expended on such canals may be counted equivalent to a given residence on the land under the Homestead Act, proper and adequate proof to be given before the local Land officers. I would urge your consideration of this subject as set forth in said memorial, and also suggest that the legislation be extended to include settlers under the Pre-emption Act, and to provide that a portion of the money or labor expended on said ditches and canals be allowed to apply on the purchase money for said land. And I would further represent that in numerous instances settlers being compelled to make actual residence on their claims for *at least six months* are put to the expense of building a dwelling of some kind, and of moving their families on to the tracts, and during said period, and until the land is paid for, are limited for daily use to the unwholesome water that prevails on land more or less impregnated with alkali; that some do, when practicable, haul water in barrels from the settlements, or from the nearest creeks, that these settlers are subjected to this inconvenience and expense without any good resulting either to the settler or the public, as in most cases, if not in all, he will, as soon as the six months expire, if possible, make his cash entry and immediately remove to a more healthy and comfortable neighborhood. He has in the meantime expended money and risked health and in some cases life itself, to fill the law, and yet made no permanent improvement except the cultivation of part of the land, which could have been done with greater ease and to a wider extent if the building and moving had not been required. I think that the making of irrigating ditches and canals, the building of fences and a general improvement of the tracts by cultivation would result in far greater good to the settler and to the public at large, than the building of a shanty, which is removed as soon as the law will permit that made it a necessity. Our thermometer, families are, in many instances, removed miles away from the settlements, where they have congregated to protect themselves from Indians, and are compelled to live out on an open prairie, where they are subjected to continual dread, if not actual danger, and are deprived of medical aid in cases of sickness, which is at times quite prevalent here as elsewhere, especially among children; the younger members of the family are also debarred from the advantages of school education, and thus lose months, and perhaps two or three years' schooling, owing to the poverty of the settler, who frequently cannot raise means to pay up for his land at the end of six months, and must remain a resident upon it till he can and does do so. His opportunities for raising the purchase money are also curtailed through his being compelled to remain on the tract, as he is debarred from working for money which he might do were he permitted to retain his residence in the settlement; thus his payment is retarded, sometimes till the expiration of the allotted period of 30 months, and the Government is a loser as well as the settler. The land is filed on by some other claimant, and the original settler is regarded as having abandoned and forfeited his pre-emption claim, notwithstanding his residence and his improvements, which may be very extensive and valuable.

Secondly—In relation to the Desert Act, this law evidently should be modified so as to provide that when parties have expended a certain amount of means or labor in turning streams of water from their natural channels, in order to reclaim a tract, and have not at the expiration of the three years allotted, thoroughly accomplished the reclamation of the land as required, they may, on proper showing and proof, before the local officers, obtain an extension of time to complete their work; and furthermore, some portion of their expenditure should, in my opinion, be allowed on the price of the land, unless the general price under this act be reduced, which would be preferable, and probably more just to rich and poor alike. In that case the price ought not to exceed 25 cents at time of entry, and 25 cents additional at time of final proof, for in nearly all cases of desert land in this Territory, the land is very inferior, and the expense needed to reclaim it by irrigation is exceedingly heavy.

Thirdly—I would call your honors' attention to the anomalous condition of this Territory regarding timber. Differently situated in many respects from other parts of the country, the agricultural classes, of which the inhabitants of this Territory principally consist, are suffering under the exacting provisions of laws made for other regions, and for different objects from those which prevail here. On observing the visible mountain sides, it is palpably manifest that no timber grows upon them, but in order to reach the timber, or even firewood, the settlers must go far into the the recesses of the cañons, and the spots where timber is usually found are frequently, if not always, outside the limits of mining districts and of lands claimed by the government as mineral. Consequently the cutting of timber and wood, as generally carried on, is not authorized by, but is in direct violation of the law authorizing residents to fell and remove timber for building, agricultural, mining and other domestic purposes, approved June 3, 1878, which limits such privileges to *mineral lands only*, and the settler so using the timber is liable to criminal prosecution under section 2461 U. S. Revised Statutes, which was evidently passed to protect timber for the use of the navy, and not in any manner to affect people in this inland territory. These two laws should be so amended as to permit timber to be cut in our cañons, on lands other than mineral. I would also represent, that a provision forbidding the cutting of timber measuring less than eight inches in diameter, and contained in the Rules and Regulations issued by the Commissioner of the General Land Office, is too general in its character, in that it may be construed to restrict the cutting of scrub brush which is only fit for firewood, and which never measures more than eight inches in diameter. This brush constitutes the principal fuel in some parts of the Territory; its removal is no injury to the timber required for other purposes, it would never grow into timber of any useful size, and yet the settler is unwittingly liable to harassing suits for an infraction of the United States Law above referred to, or a prospective tax upon every load of such wood hauled by him, and which has cost him in labor on the canyon roads and in time spent in hauling it, all that the wood, when hauled, could possibly be worth.

Your honors will perceive that the above suggestions are offered chiefly in the interest of the farmer and the workingman, in whose behalf I respectfully solicit your consideration and influence.

I am, gentlemen,
Very respectfully yours,
CHAS. W. STAYNER.

One Week in Wall Street.

October 7th, 1878, Western Union Telegraph stock sold at the New York Stock Exchange for 99¾ per share; October 14th, 1878, it sold at 86¾, a fluctuation of 9¾ per cent. in seven days; 12,500 shares sold on a margin of 1 per cent. required an actual capital of $12,500. The same stock delivered at 86¾ gave a profit of 9¾ per cent. on the stock, of $937.50 per 100 shares. On the whole 12,500 the actual profit was $117,187.50, or 9¾ times the capital used, in one week. This is a single case taken from the official record of the Stock Exchange, and shows how money is made so rapidly in stocks. Few people, however, have the necessary cash to put up in order to realize such immense profits as these, but capital in any amount from $10 to $50,000 can be used with equal success by the new combination system of operating in stocks which Messrs. Lawrence & Co., bankers, New York, have established. By this method of pooling thousands of orders in various sums and operating them as one immense capital, shareholders realize large profits, which are divided *pro rata* monthly. New circular contains two unerring rules for success, and full information, so that any one can operate profitably. Stocks and bonds wanted. Government bonds supplied. Apply to Lawrence & Co., bankers, 57 Exchange Place, N. Y. City. 9

Catarrhal POISON

Wet 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. Wet 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 medical discovery since vaccination, is sent free and Post-paid to anybody. Wet 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 Redington & Co., San Francisco, And Hoge, Davis & Co., Portland Oregon.

Established May, 1876.

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Punctuality. Economy.

GENTLEMEN:—We have on hand a Stock replete with the novelties of the season, and would be pleased for you to call and inspect, when we will quote figures never before touched by any firm west of Chicago.

BUCKLE & SON, TAILORS AND WOOLEN DRAPERS, MAIN street, Opposite Walker House, P. O. BOX 322

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Thousands of Testimonials have poured in on record their belief that for all ailments of the stomach and bowels to which children are subject,

Tarrant's Effervescent Seltzer Aperient

Is the most unexceptionable of aperitives and alteratives. The reasons for this belief are obvious. It forms a delicious effervescent refreshing draught, cools the bowels of all acrid matter without pain, allays fever, induces sleep, strengthens the digestion, neutralizes acid in the stomach, cures flatulence, acts as a gentle stimulant, tones the tender nerves, and never gripes the patient.

SOLD BY ALL DRUGGISTS.

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JACOB SMITH deceased or his heirs or assignees, are hereby notified, that I have expended in money and work to the amount of two hundred and twelve dollars and 25 cents, being the legal assessments for 1878 and 1879, for your interest in the Gleaver Mine, located in the Uinta Mining District, Summit Co., Utah, and unless you pay said amount to me within 90 days, the time specified by law, your interest in said mine will become my property, according to the law of Congress of 1872, relating to mines.

JOHN A. NELSON.

Park City, Utah, Sept. 6, 1879. 6-9-9 to 9-13-9

BEWARE OF CHOLERA!

Also Colics, Spasms, Cramps, and like disorders, at this season of the year.

Dr. E. L. PLANT,

No. 7 Market Row,

Has a sovereign remedy that has been in use for 40 years. Price 50 cents and $1 per bottle, according to size. Satisfaction guaranteed or money refunded.

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d12-8-6-tf

(OFFICIAL.)

Arrivals and Departures of Mails.

ARRIVALS.

East—	Through mail, daily	3 40 p m
	Alta, daily	5 50 p m
	Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays	5 00 p m
	Park City, daily except Sunday	5 00 p m
	Summit and Wasatch counties, Tuesdays and Thursdays	3 40 p m
	Rich county, Tuesday, Thursday and Saturday	3 40 p m
	Morgan county, daily	3 40 p m
North—	Davis county, daily	11 40 a m
	Weber county, daily	3 40 p m
	Ogden, semi-daily	11 40 a m & 3 40 p m
	Parley's Park, Big Cottonwood and Wanship, Mondays, Fridays	7 00 a m
	Cache and Box Elder counties, daily	3 40 p m
	Corinne and Kelton, daily	11 40 a m
	Idaho and Montana, daily	3 40 p m
	Boise City and Idaho City, daily	11 40 a m
West—	Nevada, California, Oregon, &c., daily	11 40 a m
	Ophir, Tooele, Stockton, Jacob City, &c., daily	3 30 p m
	Bingham Canyon, daily	3 30 p m
South—	From Beaver and intermediate points, daily	5 30 p m
	Pioche, Star and San Francisco districts, daily	5 30 p m
	St. George and points south of Beaver, alternate days	5 30 p m
	Sanpete and Sevier counties, daily, except Monday	5 30 p m
	Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays	5 30 p m

DEPARTURES.

East—	Through mail, daily	6 30 a m
	Alta, daily	8 30 a m
	Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays	7 00 a m
	Park City, daily, except Sunday	7 00 a m
	Summit and Wasatch counties Mondays and Fridays	8 30 a m
	Rich county, Mondays, Wednesdays and Fridays	8 30 a m
	Morgan county, daily	8 30 a m
North—	Davis county, daily	6 30 a m
	Weber county, daily	8 30 a m
	Ogden, semi-daily	3 30 p m & 8 30 a m
	Cache and Box Elder counties, daily	8 30 a m
	Corinne and Kelton, daily	3 30 p m
	Idaho and Montana, daily	8 30 a m
	Boise City and Idaho City, daily	3 30 p m
West—	Nevada, California, Oregon, &c., daily	3 30 p m
	Ophir, Tooele, Stockton, Jacob City, &c., daily	8 30 a m
	Bingham Canyon, daily	8 30 a m
South—	For Beaver and intermediate points, daily	8 30 a m
	For Pioche, Star and San Francisco districts, daily	8 30 a m
	For St. George and points south of Beaver on alternate days	8 30 a m
	For Sanpete and Sevier counties, daily, except Saturdays	8 30 a m
	For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays	8 30 a m

OFFICE HOURS.

General Delivery open from 9 a. m. to 6 p. m. Sunday, from 10 to 1:00 p. m. Money Order and Register departments open 9 a. m. to 5 p. m. Outside door open from 6 a. m. to 10 p. m.

J. E. LYNCH, Postmaster.

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JAMES H. HART, GEO. OSMOND, } Counselors

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Rich County, Utah.

Joseph Kimball, Meadowville
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Samuel Hickenlooper, Smithfield
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John Hardman, Clarkston
Wm F Maughan, Mendon
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David S Cook, South Weber
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