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 capitol of Iowa; with branches from Bureau Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Ellston, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Addyville, 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 the same points, Three Dollars for a double berth, and Six Dollars for a section.

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 accomodate all through Express Trains. You get an entire meal, and 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 BARRYSALE, with Illinois Central R. R.

At PEORIA, with P., P. & J. R.; C., A. & I. R. & 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. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

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

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., R. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw, Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. Jo. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Con. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Con. 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 Ticket and Pass'gr 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	6:15 p.m.
Mixed	9:40 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 Mo. River in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of 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'l Ticket Agent, Omaha.
S. H. H. CLARK, Gen'l Supt. 490

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 08	50
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 07	6 50	1 00
Farmington	10 22	7 31	1 35
Centerville	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 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 8.50 a.m., arriving in Salt Lake City at 10 a.m.; leaving Ogden 5.30 p.m., arriving in Salt Lake City at 45 p.m.

For all information concerning Freight or Passage, apply to

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

FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 289 weekly newspapers, or four lines in a different list of 377 papers, or ten lines two weeks, or 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 200 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 Araminthe 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 answer 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, in Salt Lake City, this 8th day of May, A.D. 1879.

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

1mo

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

Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, AND New York

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

ON ALL EXPRESS TRAINS.

MAGNIFICENT CARS

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

ELEGANT EATING HOUSES

With Ample Time for Meals.

3 Express Trains Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 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 5.30 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 Pittsburg 7.50 p. m; Harrisburg 2.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 5.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

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

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

Ancient Things Newly Revealed!

JUST ISSUED FROM THE PRESS

THE BOOK OF ABRAHAM

Being a critical review of the work under that name, translated from Egyptian Papyrus by the Prophet Joseph Smith, with copious references to ancient and modern authorities, in support of its authenticity.

By ELDER GEO. REYNOLDS.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, 25cts

UTAH SOUTHERN RAILROAD

To take effect June 13th, 1879.

Going South.

Name of Station.	No 1 Passenger	No. 3 Freight.	Fare.
	A. M.	A. M.	
Trains leave 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 40	8 45	85
Leaves Sandy	7 15	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
Amer can Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	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 32	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 Chicken Creek	12 30	5 30	5 50

Going North.

Name of Station.	No 2 Passenger.	No. 4 Freight.	Fare.
	P. M	A. M	
Trains leave Chicken Creek	1 10	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 58	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 10
Pleasant Grove	4 22	1 4	3 55
American Fork	4 34	1 56	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 25	4 50
Arrive at Sandy	5 40	3 40	4 65
Leaves Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
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 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, No. 5 State Street. Omaha Office, 518 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; Annex 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'gr 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 house and farming implements, etc.

Apply to COOPER & [illegible] Under T. H. Jones Bank.

EVENING NEWS.

Thursday, July 31, 1879.

"Into the Mouth of Hell."

THE CHARGE OF THE LIGHT BRIGADE—GRAPHIC DESCRIPTION BY ONE OF "THE SIX HUNDRED."

Lord Cardigan's eye glanced over; then spurring his horse forward a few paces, he said:

"My men, we have received orders to silence that battery."

"My God!" my brother ejaculated. Then grasping my hand he said:

"Fred, my dear fellow, good-bye; we don't know what may happen. God bless you; keep close to me—"

"What more he might have said was lost in Lord Cardigan's ringing shout of:

"Charge!"

"We went in a trot; the trot changed into a canter, and the canter to a gallop. Through the line I could see Lord Cardigan several horse-lengths ahead riding as steadily as if he was on parade. Now, to tell the truth, when we had ridden a short distance, say one hundred paces, I felt terribly afraid. The truth flashed upon me in a moment that we were riding into a position that would expose us to a fire on both flanks, as well as the fire from the battery in front of us, which we had been instructed to silence. I said to myself, 'this is a ride to death!' but I said it loud enough for my brother to hear, and he answered and said:

"'There goes the first!'

"The first was Lord Lucan's aide-de-camp, Capt. Nolan, who, after making a slight detour, was crossing our left to join us in the charge. A cannon ball had just cut him in two as my brother spoke.

"My heart leaped into my mouth and I almost shrieked with fear, but restrained myself, and setting my teeth hard I rode on. A moment later the rifle bullets from the sharpshooters on the hillside began to whistle about our ears. Saddles were emptied at every step. Then came the whistling shot and the shrieking shell and tore through our squadrons, mangling men and horses, plowing bloody furrows through our ranks. Then my fear left me. My whole soul became filled with a thirst for revenge, and I believe the same spirit animated every man in the ranks. Their eyes flashed and they ground their teeth and they passed close together. The very horses caught the mad spirit and plunged forward as if impatient to lead us to our revenge and theirs. At this time there was not much to be seen. A heavy dense smoke hung over the valley, but the flaming mouths of the guns revealed themselves to our eyes at every moment as they belched forth their murderous contents of shot and shell.

Now a shot tore through our ranks, cutting a red line from flank to flank, then a shell plowed an oblique and bloody furrow from our right front to our left rear; anon a ricochet shot rose over our front ranks, fell into our center and hewed its way to the rear, making terrible havoc in its passage. Oh! that was a ride. Horses ran riderless, and men, bareheaded and splashed with the blood of their comrades, pressed closer and closer, and ground their teeth harder, and mentally swore a deadlier revenge as their numbers grew smaller.

"Alone and in front rode Cardigan, still keeping the same distance ahead. His charger was heaved for the center of the battery. Silently we followed him. Up to this time neither my brother nor myself had received the slightest scratch, although we were now riding side by side with comrades who at the start were separated from us by several files. We reached the battery at last. Up to this time we had ridden in silence, but what a yell burst from us as we plunged in among the Russian gunners. Well would it have been for them if they had killed us all before we reached them. They had done too little and too much. They had set us on fire with passion. Only blood could quench our thirst for revenge. We passed through the battery like a whirlwind, sabering the gunners on our passage. I don't believe one of them lived to tell the tale of that ride. Out of the battery and into the brigade—an army it was—of cavalry. Our charge was resistless.

"The Russians fell before our sabres as corn falls before the reaper. they seemed to have no power of resistance. And there was no lack of material to work upon. They closed in upon us and surrounded us on every side, but we hewed our way through them as men hew their way through a virgin forest, and only stopped when we reached the banks of the Tocernava river.

"Wheeling here we proceeded to cut our way back again. On the return ride I was assailed by a gigantic Russian trooper, who made a strike at me with his sabre. I partially guarded it, but not wholly, and the next moment felt a stinging pain in my neck. It passed in a moment, however, and I was about to make short work of the trooper when I heard my brother cry:

"Ah! you would, would you?' and the Russian fell cleft to the chin.

"We cut our way through, and once more entered the fatal valley. When halfway back to our starting point a cannon shot struck my brother and beheaded him.

"When we formed upon arriving at our starting point, Lord Cardigan, with the tears streaming from his eyes, said:

"'It was not my fault, my men.'"

"And all the men replied in one voice;

"'We are ready to go in again, my lord, if you will lead us.'"

"Just then I became dizzy; my scalp had been lifted by the stroke of the Russian's sabre, the skin of my cheek was cleft across to my upper lip, and I fainted from loss of blood."

"When my time expired in the cavalry I re-enlisted in this regiment. I am always proud to hear myself called one of the six hundred, but—poor Jack!"—*Boston Commercial Bulletin.*

SHORT AND SHARP.

When a girl wants to have a good picture taken she should try to counterfeit that expression which takes charge of her features while she gazes fondly over the shoulder of her young man when he is writing something about doves and forget-me-nots, in her autograph album, or when he goes down deep in his pockets and rises to the surface with a paper of gumdrops.

It was a new girl who was a stranger in the town. The young lady of the house was much put out by her wanting to go to church on Sunday morning when she wanted her aid in dressing. "I don't see what you are so anxious to go to church every Sunday for," she petulantly observed last Sabbath; "you can't know any fellow in Danbury."—*Danbury News.*

It is fun to watch a man endeavoring to raise the cork out of the neck of an ink bottle. The cork generally comes out pretty hard, especially when it is covered with sealing wax; and some how or other the ink flies up in his face and all over his shirt front—that is, if he has on a new shirt. If the shirt happens to be old and no one the ink flier oves his shoulder and dapples the wall.

A short time ago a little boy went with his father to see a colt. He patted the colt's head and made quite a fuss over it, until finally the stable-man told him to be careful that the colt didn't turn round and kick him. When the little chap went home his mother asked him what he thought about the colt. "I like him pretty well," was the reply. "He's real tame in front, but he's awful wild behind."

It is said that the woman who hesitates is lost. This is not always so, however. Quite frequently it is the other woman who is coming right back of her and doesn't see her stop to pick up her dress. In one instance, last Sunday, on our main street, the woman who ran against the other was thrown, and in falling split a hole in her own silk with her own sunshade. Ladies in pausing to get the proper hold of their skirts should ring a bell or step out into the roadway.—*Danbury News.*

The other day a farmer met a friend in Detroit who asked him how prospects were out in the country. "This dry weather is just killing everything," was the doleful reply. Some hours afterward a storm of rain broke over the city, and as the farmer ran in and out of the wet his friend said, "This will do good out your way." "Maybe, maybe," said the farmer, "but it's mighty rough on them's got hay out to-day."—*Detroit Free Press.*

The best recipe we know, if you want to be miserable, is to think about yourself, how much you have lost, how much you have not made, and the poor prospect for the future. A brave man with a soul in him, gets out of such pitifulnets and laughs at discouragements, rolls up his sleeves, whistles and sings, and makes the best of life. This earth was never intended for a paradise, and a man who rises above his discouragements and keeps his manhood will only be the stronger and better for his adversities. Many a noble ship has been saved by throwing overboard its most valuable cargo, and many a man is better and more humane after he has lost his gold.

The Latest Horror.

A poor woman was found the other day lying by the roadside on West Harrison Street, under the shade of the trees, suffering the pangs of child-birth. This poor creature had been driven out of the Women's and Children's Hospital because they found she had only sufficient money to pay for one week's board. She was told to obtain a "permit" for the county hospital, and sent forth by these humane people herself to get the "permit." Not a soul was there to lend a helping hand, and on her way the poor creature was compelled to lie down on the public street to suffer the agonies of a mother. Verily, man's inhumanity to man is great. At the eleventh hour succor came, and strangers cared for the sufferer.—*Chicago Correspondence St. Paul Press.*

Catarrhal POISON

Wed 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. Wed De Meyer has found a remedy for Catarrhal disease, 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. Wed De Meyer's Catarrh Cure is not yet in the hands of all Druggists. Where it thus procurable, it will be delivered to any address at $1.00 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.

DAVID JAMES,

LICENSED

PLUMBER, TINNER,

Steam and Gas Fitter.

Respectfully announces that he has secured the agency for the Territory of W. H. Warner's low pressure

Steam Warming Apparatus,

Manufactured under S. J. Gold's patents. Also Gold's

HOT AIR FURNACES.

Persons wishing to warm up Churches, Public Buildings, Stores or Private residences by either steam or hot air will find it to their interests to correspond with me on the subject.

A full line of Plumbers', Gas and Steam Fitters' Goods kept in stock. Hunsey's Pumps and Pump Extras on hand.

OFFICE AND WORKSHOPS

WEST TEMPLE ST.,

Opposite City Meat Market.

ALL KINDS OF PRINTING

EXECUTED IN THE

Highest Style of the Art,

AT

BED ROCK PRICES

AT THE

Deseret News Office.

TARRANT'S SELTZER APERIENT.

Reject all Violent Purgatives. They ruin the tone of the bowels and weaken the digestion.

Tarrants Effervescent Seltzer Aperient

Is used by rational people as a means of relieving all derangements of the stomach, liver and intestines, because it removes obstructions without pain, and imparts vigor to the organs which it purifies and regulates.

SOLD BY ALL DRUGGISTS.

NOTICE,

To the Stockholders in the Canaan Co-operative Stock Company's Herd:

WITH a view to discontinuing the Horse Herd, as a separate branch of the company's business, those owning capital stock in the Horse Herd are requested to draw out their capital stock credits in horses from the ranch, on or before the first day of November, 1879.

By order of the Board of Directors,
EDWIN G. WOOLLEY, Secretary.

St George, Utah, July 23rd, 1879.
d4 a w 2 o

A. D. WHEELER,

Lately of U. S. Land Office.

LAND AGENT AND ATTORNEY

First door south of U. S. Land Office.

ATTENDS promptly to Preparing Land and Mining Papers, contests, etc. Furnishes Plats of surveys, Information, etc., to interested parties. Furnishes inducements for paying Pre-emption Claims with Scrip. Will answer correspondence free. Refers by permission to

Williams & Young, Attorneys.
Bennett & Harkness, "
Rosborough & Merritt, "
Tilford & Hogan, "
McBride & Sutherland "
London Bank of Utah,
L. S. Hills, Cashier Deseret National Bank.
W. S. McCornick & Co., Bankers.
T. R. Jones, Banker
Wells, Fargo & Co., Bankers. d&w

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 15th 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 Griffin 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.

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

LUMBER YARD AND PLANING MILL.

REDUCTION IN PRICES.

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

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

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

SASH, DOORS, BLINDS AND MOULDINGS IN GREAT VARIETY

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