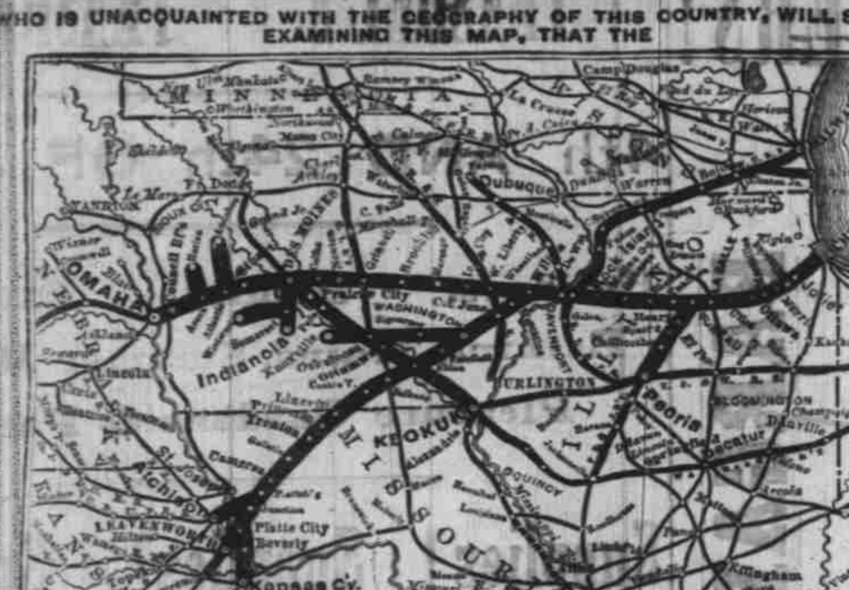
A MAN

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; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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 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 accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents; or you can order what you like, and pay for what you get.

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

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

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

At CHICAGO, with all diverging lines for the East and South.
At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.
At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.
At LA SALLE, with Illinois Central R. R.
At PEORIA, with P., P. & J.; P., 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. & Ft. Dodge R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.
At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.
At KEOKUK, with Toledo, Peoria and Warsaw, Wabash, and St. Louis, Keokuk & N.-W. R. Rds.
At BEVERLY, with Kan. City, St. J. & C. B. R. R.
At ATCHISON, with Atchison, Topeka & Santa Fe, Atchison & Neb. and Cen. Br. Union Pacific R. Rds.
At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.
E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

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......5:00 p.m.
Freight......8:30 a.m.

ARRIVE.

Daily Express......5:15 p.m.
Mixed......6:40 p.m.
Freight......2:15 p.m.

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

At Green River with stages for Sweet water 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. d90

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 23	4 06	50
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 25
Arrive at			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 25
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 8.30 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 6.45 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 269 weekly newspapers, or four lines in a different list of 337 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 States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & Co., 10 Spruce St., N. Y.

NOTICE.

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

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

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

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

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

[S. S.] In witness whereof, I hereunto set my hand and Seal of said Court, in Salt Lake City, this 22d day of May, A.D. 1879.

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

d1mo

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 6.30 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 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 8.00 a m; New York 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the west. Ask for them via 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.
Trains leave	A. M.	A. M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 29	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 40	8 45	85
Leaves			
Sandy	7 45	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 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 28	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	5 56

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M	A. M	
Chicken Creek	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 56	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 20	4 50
Arrive at			
Sandy	5 40	3 40	4 65
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives 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.

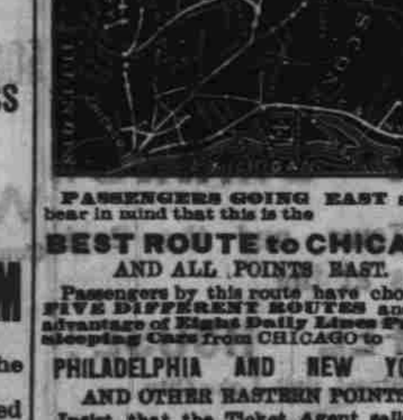
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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 Offices, 513 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; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Mang'r, Chicago.
W. H. STENNETT, Gen'l Pass Ag't, Chicago.

FOR SALE.

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

Apply to COOPER BROS., Under T. R. Jones Bank. 148tf

EVENING NEWS.

Thursday, - - July 17, 1879.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

EASTERN.

Purchases of Silver.

WASHINGTON, 16.—The prices of silver bullion received by the Treasury department to-day from San Francisco were slightly above the market rates, and consequently declined by the Director of the Mint. As the government is in immediate need of silver in that city, the offer was telegraphed to the bidders at the market rate as construed by the department. There were also rejected a number of New York bids, which were above the market rate. A number of purchases were made for delivery in Philadelphia.

Washington Temperature.

The heat yesterday, last night and to-day has been and is intense. Last night at midnight the mercury marked 95, and at 3 o'clock it had only fallen to 88, and this a.m. at 8 o'clock it again showed 90. The question has been referred to the Attorney General, whether it is within the power, under law, of the executive officers to release the clerks from duty at 3 o'clock, on account of the intense heat. The secretaries are all in favor of this, but the law of Congress affixes 4 as the hour.

On account of the extremely bad condition of the low lands or flats on the eastern shore of the Potomac River, lying directly south of the Executive Mansion, President Hayes has arranged to absent himself from the city during the month of September in order to escape the malarial atmosphere which will necessarily arise from the quarter mentioned. The President intends spending the greater portion of the month at his home in Fremont, Ohio.

Geological and Topographical Surveys.

The western geological and topographical survey under the direction of Clarence King, has been fully organized, and will leave at an early day for the field of its proposed operation. It is the intention of Mr. King to devote the summer mainly to practical economic works, making as thorough an examination as possible of our western mineral lands, and determining as far as practicable the nature, origine, geology, location, and distribution of the various classes of ores. King's personal attention will be given mainly to the celebrated Comstock lode in Nevada, and the central gold fields of California. He will be assisted by Arnold Hague, late imperial mining expert for China, G. K. Gilbert of the Powell survey, and F. W. Hayden, specialist of the expedition. In mining geology are Prof. Raphel Pumpelly, late of Harvard College, Prof. Geo. F. Becker, professor of mining geology in the University of California, and Mr. Arthur Foot. The fields to be respectively worked are the first metallic region of Colorado, centering at Leadville, which will be in charge of S. F. Emmons, geologist, with D. Wilson as topographer. Second—the lead silver region, centering at Eureka, in charge of Prof. Becher, with F. A. Clark as topographer; and the third, the Comstock Lode and central gold fields of California, in charge of King, with the assistants previously mentioned. Only little topographical work is to be done, mainly comprised in two small sections of Colorado cañon, which were not fully surveyed by the expedition under Major Powell. This work will be under the superintendence of Sumner Bodfish.

New Survey.

The commissioner of the General Land Office, to-day, decided in favor of an amendment of the survey of Rancho San Christoval, in New Mexico. The amendment will increase the area of the rancho considerably.

A MASSACHUSETTS ZEPHYR.

Destruction of Life and Property.

BOSTON, 16.—One of the severest tempests ever experienced here swept over this city this afternoon. The duration of the storm's greatest violence was about twenty-five minutes, and in that period great damage was done to life and property. Reports from various points down the harbor contain accounts of serious damage and distressing accidents, mostly all the yachts and other boats were capsized. The most serious disaster yet reported is that of the small schooner *Myrtle*, of Charleston, having on board six persons, consisting of four women, a man and a boy. The schooner was capsized off Bird Island, and all excepting the man, Thomas Dunham, who clung to the topmast, were drowned. The women were Margaret Dunham, the wife of Thomas, Mary Ann Dunham, Susan Dunham, sisters. Lizzie Dunham, his niece, and a boy namen Walter Hottenhame, was also drowned by the capsizing of a boat off Hull. The damage throughout the city can hardly be ascertained at present, but will probably amount to many thousand dollars. In the southwestern part of the town it was particularly severe. Hail fell in large quantities. A large number of windows broken, many trees blown down and some houses unroofed. Chimneys toppled over and the flood in some streets formed a river.

Fitchburg, 16.—The worst tornado ever visited this vicinity passed over the city to-day. Those watching from the hills say the approach resembled a funnel. It came down River Street and first struck the buildings near the Fitchburg Hotel. The tornado lasted but three minutes, and all the damage was done instantly. The spire of the Universalist Church was hurled into Main Street opposite the Rollstone House. The tin roof of the City Hall was launched into the street. The easterly wall of the extension to the City Hall, in progress of construction, was blown down, and several workmen had very narrow escapes.

Pittsfield, 16.—This afternoon a tornado from the west struck the southern suburbs. Two persons were killed and three or four wounded.

POLITICAL.

Pennsylvania Democrats.

HARRISBURG, 16.—The convention adjourned until 4 o'clock.

When it re-assembled, Hon. A. H. Coffroth was made permanent chairman.

The committee on resolutions presented the following, which was adopted:

Fidelity to fundamental principles of the democratic party, just powers of Federal Union, the right of States and the liberties of the people are vital parts of one harmonious whole constitutional vigor, to save the life of the nation; maintenance of military are and ought to be subordinate to the civil authorities; deny the right of the Federal administration to keep on foot at general expense a standing army to invade the States for political purposes; without regard to constitutional restrictions to control the people at the polls; to protect and encourage fraudulent counts of voters or to inaugurate candidates rejected by a majority. The right to free ballot is the right preservative of all rights. Rutherford B. Hayes having been placed in power against the well known and legally expressed will of the people, is the representative of a conspiracy only, and his claim of right to surround ballot boxes with troops and deputy marshals to intimidate electors, and his unprecedented use of the veto to maintain his unconstitutional and despotic power, are an insult and menace to the country; the democratic party as of old favors the constitutional currency of gold and silver and of paper convertible into coin.

The rest of the resolutions are local. D. O. Barr, of Alleghany, was nominated State treasurer by acclamation. Adjourned *sine die*.

Iowa Prohibitionists.

CEDAR RAPIDS, 16.—The Prohibition Convention met to-day, Rev. Isaac Lusk, presiding. Committees were selected and J. P. Pinkham was made permanent president of the convention by a vote of 23 to 21. The motion to nominate full State ticket, pledged to prohibition, caused considerable debate. A desire was manifested to exclude all who took part in the Republican Convention.

Finally the resolution binding the members to concur in the action of the convention was defeated.

The platform sets forth the evils of intemperance, declares prohibition the only sound legislative theory upon which to solve this vexed question and save the nation; demands the enforcement of State prohibition law and its amendment to include wine and beer; demands that women be allowed to vote on temperance issues; favors the election of pronounced prohibitionists only to State offices.

The platform was adopted except the last paragraph, in place of which a substitute by Judge Maxwell was adopted. It sets forth that in view of the great questions of the perpetuity of the government which are now prominent, it is deemed inexpedient to nominate a third State ticket. After much confusion and intemperate debate on this resolution, it was adopted, 41 to 32.

A resolution favoring a constitutional amendment prohibiting the manufacture and importation or sale of alcoholic liquors, except for medicinal or mechanical purposes, was adopted.

The dissenters from the action of the Prohibition Convention to-day nominated the following ticket: For Governor, Prof. G. T. Carpenter, of Oskaloosa; Lieutenant-Governor, Frank S. Campbell, of Newton; Supreme Judge, J. M. Beck; Superintendent of Public Instruction, Prof. J. A. Nash, of Des Moines.

Chinese in New York.

NEW YORK, 16.—The *Tribune*, describing the visits of the tenement house inspectors to the worst places in Baxter and other streets, says: The Chinese have taken possession in South Mott street and it is a curious fact that while the most debased among the Irish women of this quarter live with the brutal Italians, the younger, best looking and neater of them, live from choice, with the Chinese in Mott street, who, it is said, treat them kindly, do most of the house work themselves, and make provident masters. Even the basement rooms inhabited by them smell sweeter than the upper stories where the Italians congregate. In a Chinese restaurant across the street, four Chinamen were found at dinner; the neatness of the table and the appearance of the viands would have done credit to a second class American restaurant, at least the ware was apparently of choice patterns of porcelain, and the food "quails and rice."

The Cox Trial.

Capt. Williams, John Stenberg, the Boston pawnbroker, Wm. R. Balch, the Reporter of the Boston *Herald*, and Mrs. Charlotte A. Coleman testified. Counsel for the prisoner made strenuous efforts to prevent the confession being admitted in the evidence, but the judge overruled the objections. The counsel said a due portion of his defense was that Mrs Hull was not dead until after the postmortem examination, and that there was no proof of death at the prisoners hands.

The Kentucky Insane(?) Murderer.

OWENTON, Ky., 16.—Among the witnesses called this morning for the defense, was Mrs. Annie Wallace, the lady to whom Buford addressed a letter just before the murder. The lady strongly sustained the theory of the prisoner's insanity. After a few witnesses had given in their evidence, the defense closed with the privilege of introducing a few other witnesses who are expected to arrive to-morrow.

Don't Want to Obstruct.

CHICAGO, 16.—Fire Marshal Benner, whom the council recently restored, sent in his resignation to the mayor, and it was accepted. His reason was unwillingness to obstruct the mayor's administration. Assistant Marshal Sweeney is now acting chief marshal.

Wool Market.

BOSTON, 16.—The wool market continues quiet and trade continues light, but holders are about as indifferent as buyers. California is in fair demand at 25 @ 32 for spring. Pulled wool is quiet, sales limited at 35 @ 45 for superfine XX. Nothing is done in foreign wool.

Another Railroad Case.

DENVER, COL., 16.—The suit of Carlos S. Greeley against the Denver Pacific Railroad and Telegraph Company, and a cross bill by Governor Evans and others, against Greeley and the railroad company, came up for a decision in the United States court to-day. The court discharged the receiver and ordered the road turned over to the trustees of the bondholders, Governor Evans and Anthony G. Dulman.

WESTERN.

Work in the Exchange.

SAN FRANCISCO, 16.—The executive committee of the Big Board have decided to take charge of the movement to oust the present management of the Bullion and Exchequer Mining Companies, in the interest of the stockholders. Most of the leading mining companies on the Comstock lode have filed articles of incorporation in Virginia City. This is understood to be preparatory to removal there in the event of the carrying into effect of some of the provisions of the new constitution.

NOTICE!

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

In the matter of the estate of John Ricketts, deceased.

PURSUANT to an order of said court in said matter, notice is hereby given that Friday, the 18th day of July, 1879, at 10 o'clock a. m. of said day at the County Court House, in Salt Lake City has been appointed by said court the time and place for the hearing of a petition filed in said Court by William Grimm 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 8, 1879.

TARRANT'S SELTZER APERIENT

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

Tarrants Effervescent Seltzer Aperient

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

SOLD BY ALL DRUGGISTS.

Catarrhal POISON

Wel De Meyers' 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. Wel De Meyer** has found a remedy for Catarrhal diseases, which proves to be infallible. His **Treatise**, with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is **sent free and Post-paid to anybody. Wel 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.

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