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; Wilson 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, 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 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, a 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 the 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. R., L. & D.; T. 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'r 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	6:15 p.m.
Mixed	8:40 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 Transfer with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Lake Hawk, and other 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 Bank of Agent 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. d60

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 24th, 1879.

Name of Stations.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 23	4 03	60
Centreville	7 33	4 15	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Name of Stations.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 53	7 31	1 35
Centreville	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 1.00 a.m., Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 5.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.00 p.m., arriving in Salt Lake City at 6 p.m.

For all information concerning Freight or Passage, apply to

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

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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 3.20 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. M. BYERS, Gen'l Pass. and Ticket Agent, FORT WAYNE, IND.

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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.

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NOTICE.

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 Garvey Mine, located in the Uintah Mining District; Summit Co.; Utah, and unless you pay said mount 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 1870 relating to mines. JOHN A. NELSON.

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

UTAH SOUTHERN RAILROAD

To take effect June 18th, 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	50
Lovendahls	7 24	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 49	8 45	85
Leaves			
Sandy	7 55	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.	
Pr vo	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 25
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	5 55

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 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 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
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 03	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

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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.

PASSENGERS GOING EAST should bear in mind that this is the

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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 line.

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 Union Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway; Boston Office, No. 5 State Street. Omaha Office, 413 13th 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; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

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

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

EVENING NEWS.

Wednesday, October 1, 1879.

BY TELEGRAPH.

FOREIGN.

GREAT BRITAIN.

European Notes.

LONDON, 30.—A Vienna dispatch says: It is now certain that Prince Gortschakoff will visit Berlin, although the date is not yet fixed. The Prince acts on his own initiative in making the visit, the object of which is to consult Bismarck on his recent journey to Vienna.

A correspondent at St. Petersburg reports that 25 imperial political prisoners are to be tried in that city in October. Among them are Mirske, General Orentelues, the coachman who drove the assassin of General Mesentzff, Evelmer and Boydanovitch who were connected with Solovieff, the man who fired at the Czar.

A Russian paper gives the following details of the affair at Geok Tepe: The Turcomans, numbering 15,000 combatants, with 5,000 non-combatants, retired to the fortified village of Dengill Tepe, after having several times unsuccessfully attacked the Russians. The Russian attack on Dengill Tepe lasted a whole day. The village was stormed at five o'clock in the afternoon, but the Russians were too tired to pursue the enemy. An official dispatch from General Temakin confirms the report of the Russian success, and says that the Russians occupy Beurma.

Special dispatches from Tchikislar and St. Petersburg give a different account of the Geok Tepe affair from the official report. The Tchikislar merely says there was a severe engagement and the Russian loss was 200 killed. A St. Petersburg telegram says the engagement resulted in a temporary capture of Geok Tepe. The opinion prevails at Baku that the expedition will return and winter at Tchikislar, in consequence of sickness and scarcity of provisions. General Fergukasoff had arrived at Tchikislar, replacing Gen. Temakin in command.

The Trouble in Ireland Growing Serious.

The *Times*, on the disorganizing effects of Parnell's policy, says: It would become really formidable only if it should extend all over Ireland.

The *Pall Mall Gazette* concedes that the complaints of the Irish tenants and families are mostly genuine; that they are for the moment unable to pay the rent, and they believe in their right to remain on the land. In every event they are fresh from the exhortations of the most popular politician in Ireland, Parnell, to stick to the homesteads at whatever consequence. If a general refusal to payment is followed by a wholesale eviction, this again will almost certainly be followed by a series of agrarian murders, and unless the Irish executive is prepared to support landlords by means amounting to little less than the military occupation of a large part of the country, the landlords will have to choose between virtually conceding to the tenants their claim, and the giving of a signal for an outbreak of something hardly distinguishable from civil war. The antirent agitation is only one among other symptoms of the general unrest of Ireland. For the moment it is the most urgent, but even if the worst pinch of agrarian distress was relieved by a universal redemption of rent, there would be much disquiet, as the condition of the country the enthusiasm by which Parnell's progress has been attended has finally weakened the hands of the more moderate home-rulers, and emboldened the ultras, and among its first results was the somewhat precipitate proposal to assemble a national convention. The fate of this particular project is at present uncertain, but the agitation upon which the more violent section of the home-rulers have entered, will in one shape or another, produce its inevitable result upon the party generally in trouble. The prospect in Ireland is not really affected by the success or failure of any given scheme for organizing pressure on the Government. The present temper of the Irish people and their leaders concerns us much more seriously than any particular proposal for its manifestation, and while this temper remains what it is, with semi seditions among the people, and recklessly incendiary among the leaders, the situation must be a grave one. Whether the convention ever meets or not, the old statute which prohibited conventions in Ireland has been repealed.

TELEGRAPHIC NOTES.

John Sheehan, last night, shot Henry Von Geritson in front of his residence, No. 80, Christopher St., New York, and then shot himself. Both will die. Sheehan regarded Geritson as unduly intimate with his wife.

The coinage executed at the United States mint in Philadelphia for the month ending to-day was: silver dollars, $1,808,050; minor coins, $14,737.

The Little Rock board of health has adopted less stringent quarantine regulations against Memphis and other infected points.

Wool in the Philadelphia market is firm and active. Colorado 18 @ 20 for washed; 18 @ 28 unwashed; extra and merino pulled 35 @ 40.

A Memphis dispatch says: Seventeen cases in all are reported, but no additional deaths. The Howard's received $1,000 from Boston and a telegram expressing sympathy.

The Mercantile Mutual, one of the oldest marine insurance companies in New York, to-day, virtually ended its business career, notices having been sent to all its cutomers to cancel their policies and not to cover any risks on and after October 1st.

Hon. Francis Gillette died at his residence in Hartford to-day. He was a Free Soil United States Senator for the session of 1854-5, for the unexpired term of Truman Smith, and was the father of Congressman Gillette, of Iowa.

A New Orleans dispatch says: John Kennedy, deputy sheriff and keeper in the parish prison, was killed last night by a sailor named Jim Barringer, near Magnolia Bridge. He knocked Kennedy down and stamped on his head, fracturing his skull.

H. R. Rogers, route agent on the Kentucky Central Railway, for a number of years past, was arrested in Cincinnati to-night for robbing the mail. Marked bills were found in his possession which were sent through the mail by detectives.

Correspondence.

A Leaf from "Mormon" Battalion History.

BEAVER, U. T., September 27th, 1879.

Editors Deseret News:

Reading tales of strangers who have but little of what it has cost the people to secure a residence in these mountain valleys, I will quote from one of the thousands of cases of suffering among the Saints in Pottawatamie County, Iowa, while the strength of the camps of the Saints, including the lady's martyred husband, was in the army to fight the battles of their country, in the war with Mexico, to secure this country to the American government.

The following is from my battalion narative:

"Fillmore City, April 30th, 1878.

Brother Tyler:

Dear Sir—In complying with your request to give a sketch of the circumstances attending the enlistment of my former husband, Alva Phelps, in the "Mormon" Battallion. I find on referring to my memory, that my sketch must necessarily be brief as, at the time, I was suffering from a severe illness, leaving events only of the most sorrowful nature to be impressed with any degree of vividness upon my recollection.

We were traveling when orders came for him to leave us. It was midnight, when we were awakened from our slumbers with the painful news that we were to be left homeless without a protector. I was very ill at the time, my children all small, my babe also extremely sick, but the call was pressing. There was no time for any provision to be made for wife or children; no time for tears; regret was unavailing. He started in the morning. I watched him from my wagon bed till his loved form was lost in the distance; it was my last sight of him. Two months from the day of his enlistment, the sad news of my bereavement arrived. This blew entirely prostrated me. But I had just embarked upon my sea of troubles; winter found me bedridden, destitute, in a wretched hovel, which was built upon a hillside; the season was one of constant rain, the situation of the hovel and its openness gave free access to the piercing winds, and water flowed over the dirt floor, converting it into mud two or three inches deep; no wood but what my little sons picked up around the fences, so green that it filled the room with smoke, the rain dropping and wetting the bed I was powerless to leave; no relative to cheer or comfort me, a stranger away from all who ever loved me; my neighbors could do but little, their own troubles and destitution engrossing their time; my little daughter of seven, my only help; no eye to witness my sufferings, but the pitying eye of God. He did not desert me. Spring brought alleviation from my sufferings, yet one pan of meal was my all, my earthly store of provisions. * *

Thanking you for the interest you are taking in our dear departed and the respect you manifest for our honored dead,

I am sincerely yours in the bonds of the everlasting gospel,

MARGARET BRIDGES, Formerly MARGARET PHELPS."

I have selected the above from many similar cases for my narrative, to represent or give the general reader a faint idea of the circumstances under which our homes were secured in these, then sterile wastes. I might here quote from the same work the painful circumstances connected with the death and burial of Brother Phelps, and others, but space will not permit. If our "band-box" enemies knew what the development and subduing of these cases in the desert has cost since the arrival of the pioneers, saying nothing of previous hardships, they would not marvel that we begin to feel that there are bounds beyond which scapegraces cannot pass to oppress us. We give no banter; but when oppression beyond human endurance is threatened, the feeling of the community is "hands off."

DANIEL TYLER.

Catarrhal POISON

Wei 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. Wei 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. Wei 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 Hogg, Davis & Co., Portland Oregon.

LAND CLAIMS!

PARTIES about to make final proofs, or who have any kind of land business to attend to, will do well to call at the office of Chas. W. Bassmer, south of Z. C. M. I., Salt Lake City, U. T., before going to the Land Office or elsewhere. He will give information how to proceed, *free of cost.*

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 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.

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INVENTORS send us a model or sketch of your device; we make examinations and advise as to patentability free of charge. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED.

We refer in Washington, to Hon. Postmaster General D. M. Key, Rev. P. D. Pepper, The German-American National Bank, to officials in the U. S. Patent office, and to Senators and Representatives in Congress; and especially to our clients in every State in the Union and in Canada. Address

C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

NOTICE

THE Stockholders of the Deseret Tanning and Manufacturing Association will please call on the undersigned, at his office in Z. C. M. I. Shoe Factory, surrender their Stock Certificates, or receipts, and receive payment for the same.

D. M. McALLISTER, Secretary.

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N. BOUKOFSKY'S

FINE OLD KENTUCKY BOURBON WHISKY

At $3.00 a gallon, 25c. a pint.

—ALSO—

Pure California Port and Sherry

At same price. It is the PUREST KENTUCKY WHISKY and CALIFORNIA WINE sold at the price in Utah. We advise you to call and

GIVE IT A TRIAL

N. BOUKOFSKY;

29 and 31 First South Street.

NOTICE.

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

In the matter of the estate of Thos. Genever, deceased.

Pursuant to an order of said Court in said matter, notice is hereby given that Tuesday, the 30th day of September, A. D. 1879, at 10 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 Cornelius Green and George B. Bailey, 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 him, at which time and place all persons interested may appear and contest the probate of said will.

Salt Lake City, Sept. 19, 1879.

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

d 253 td

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