A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lyons, and Kansas City, Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALON 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, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

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At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

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

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

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

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Hds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

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At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. C. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

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

At COLUMBUS JUNCTION, with B. C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

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At SIGOURNEY, with C. B. & Q. R.

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At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

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

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

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

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket 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	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.

ARRIVE	
Daily Express	4.15 p.m.
Mixed	8.40 p.m.
Freight	2.45 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 Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. 360

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	4 00	3 40	
*Wood's Cross	4 38	4 08	50
Centreville	4 53	4 23	75
Farmington	5 08	4 38	1 00
Kaysville	5 22	4 52	1 25
ARRIVE AT			
Ogden	5 40	5 40	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 52	7 41	1 25
Centreville	11 04	7 54	1 50
*Woods Cross	11 19	8 09	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 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 a. 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

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 26	8 30	50
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
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 37	12 45	2 50
Springville	9 59	1 10	2 75
Spanish Fork	10 09	1 25	3 00
Payson	10 32	2 10	3 50
Santaquin	10 50	2 40	3 75
Yoca	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	
Moroni	2 04	9 40	1 15
Salina	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 10	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 58	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 45	
Junction	5 47	4 55	4 75
Lovendahls	5 55	5 10	4 60
Germania	6 02	5 30	5 00
Morgan	6 07	5 50	5 00
ARRIVE AT			
Salt Lake	8 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.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45		
Lemmington	8 15	27	1 25
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	53	3 00

Nos. 1 and 2 will be run daily.
For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

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Reaches all Points in Pennsylvania and New Jersey.

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Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

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Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 9.15 p. m; Baltimore 6.50 p. m, Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.45 a. m; Harrisburg 3.55 p. m; Philadelphia 6.35 a. m; New York 9.45 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 6.00 a. m; New York 10.25 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

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

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HIGHEST STYLE OF THE ART.

AT

BED ROCK PRICES,

AT THE

DESERET NEWS OFFICE.

EVENING NEWS.

Tuesday, June 29, 1880.

ARIZONA NEWS.

THE following letter, which we are permitted to publish, is written by Elder A. F. Macdonald, and will be perused with interest by many of our readers:

MESA CITY, Maricopa County, Arizona Territory, May 31, 1880.

Elder John Van Cott, Salt Lake City:

Dear Bro.—After so long a silence, and repeated resolutions to write, I make the effort to redeem my promise made to you last October. One feature of my delay will be that I am now prepared to speak much more correctly and definitely in regard to this region than when I first came into it last February. Last Friday we got home from St. David, San Pedro Valley, a small settlement of our people in charge of P. C. Merrill, near the Mexican line south and east of here about 170 miles. Elder D. P. Kimball accompanied me and we had a very agreeable visit with the Saints there, who were glad to see us, not having been visited by any of the Elders for over a year past. The first year they were quite sickly with chills on the San Pedro River, but have been working in the mountains, and have just returned to commence work on their town plot, which we aided them to lay out, calling it St. David in honor of the martyr David W. Patten, of Missouri. There are 13 families there at present; they have a beautiful valley for stock and sheep-raising, from the mouth of San Pedro to the Mexican line, 110 miles, and ranging from 20 to 30 miles wide, to the foot of the mountains, and the river bottom is from one to five miles wide; excellent land and rich abundance of grass, with as even and pleasant a climate as you could well desire. On our journey out we were met by ranchers or persons running away from their farms, because of the war Apaches, who were killing settlers on the Gila and Lower San Pedro. We changed our road and kept a good look out, trusting in the Lord, and got there and back safely. We traveled through the ancient city of Tucson, and found that the Southern Pacific Railroad had reached San Pedro Valley, about five miles below St. David and about 20 miles from Tombstone Mining District.

This place Mesa has about 25 families, and Jonesville, three miles north has about fifteen families, and there are several more writing from Utah and purpose being here this fall. The Salt River is a most excellent stream, about three times as large as the Provo River, the water is of a very healthy character, soft and pleasant withal. It is taken out by whites and Indians on both sides by canals for agriculture, the Pima and Maricopa Indian tribes growing the best wheat that is now produced in this or any country, in fact, the best grain I ever saw; they are a very peaceably disposed people, the opposite of the Apaches, who are a warlike, bloody race, and probably a pure remnant of Laman or Gadianton bands. In my explorations for herd ground, timber, grass and water I found in the mountains ruins of rock buildings, having as many as six, twelve, and in some cases eighteen or twenty rooms, with wall or enclosure around; they are mostly on high points and headlands, with trails leading down to springs of water, and arranged as strongholds of defense, and doubtless where, the mountain robbers lived, and from which resorts they would make incursions into the valleys below, plundering their more industrious and wealthy neighbors.

This valley of Salt River is a very extensive desert plain, and when the water is taken out and run on the land, is most rich and fertile. The climate is very much as at St. George, but the country is opener, and I think the climate is evener. All kinds of crops do well; considerable barley and wheat is now cut, and people are now aranging and putting in summer crops of cane, corn, vegetables, etc. Lucerne grows very heavy, it is cut six times a year, and makes good pasture also when used as such. The feed dries up on the ranges in the valley, but on the mountain ravines we have excellent range for cattle, with good grass and water, and beef can be got as we are now arranging all the year round.

Our people have got the two upper ditches nearest the mountains and mouth of cañon, and the Mesa Canal Company have utilized what is called the old Montazuma canal, a heavy cut some three miles long, which brings out the water on this bench, or as the Mexicans call it Mesa, which extends across to the Gila River, a distance of 23 miles, and the country is quite level and old irrigation ditches can be traced half way across this great plain; on this plain, four or five miles south of the river, is Mesa City, located with a canal coming to it from the river dam, a distance of eight miles; here grapes, figs, olives, pears, peaches and other fruits will grow in profusion. Jonesville is on the river bottom, where they have some 4000 acres of excellent land, for grain and fruit.

Grain has been selling at 2 cents per pound, and will likely go at 1 cent after harvest. All the produce of this valley is consumed in the surrounding mining districts. Butter sells from 25 to 50 cents per pound; Eggs, 25 cents; Flour, 3 to 4½ cents per pound; Pork and Bacon, 12 to 15 cents per pound, cash and ready sale in the mining towns. The toll for grinding wheat into flour, is one half, or one hundred pounds for grinding another. The thresher gets one eighth, or every eighth hundred. Merchandise is from 40 to 50 per cent. higher than in Salt Lake City, at retail. As the country settles up this will become modified.

The Southern Pacific Railroad station of Maricopa, is about 30 miles from this town, and going eastward to El Paso. We saw the grading camp of over 1000 Chinamen, besides whites, well diggers, surveyors, builders, etc, a town of tents. They are making the best railroad I have seen in this country; good grading, ties of redwood, steel rails, and the telegraph poles of redwood, brought from California. There is more desert and unsettled country in this Territory than in Utah; this portion or valley may be called the Cache or Sanpete, for production, and with the railroad, much more mineral wealth will be developed than there is even in Utah, with all its richness.

POPULATION OF SANDWICH ISLANDS.

SALT LAKE CITY, June 28, 1880.

Editors Deseret News:

In a correspondence from the Sandwich Islands, published in the daily *Herald* of the 20th, the following paragraph appears, relating to the number of the native population at the present time:

"I need only to say that in 1778 the population of this group of islands was estimated by Captain Cook, who in that year first discovered the islands, to be 400,000, and in 1878, just 100 years later, they had dwindled down to 57,985, and in 1880 a statistician, in showing the deterioration of the race, puts the native population at 47,508. In following up, or down, the decadence of the nation, following the same rule of mortality as shown in the past, the entire extinction of the race will take place in 1952."

The last official census of the Hawaiian Kingdom was taken on the 27th of December, 1878, with the following results:

Natives,	44,088
Half casts,	8,420
Chinese,	5,916
Americans,	1,276
Hawaiians, born of foreign parents,	947
British,	383
Portugese,	488
Germans,	272
French,	81
Other foreigners,	666
Total,	57,985.

Thus it will be seen that the total population of the whole Hawaiian group at the date above given was 57,985, the native population being nearly one quarter less than that amount, which is quite an item when estimating the longevity of the native race.

Respectfully, R.

Correspondence.

The Rockville Murder.

ROCKVILLE, June 25, 1880.

Editors Deseret News:

The reference to the Mary Parker murder in your issue of the 19th inst., as clipped from the Silver Reef *Miner*, contains some very incorrect statements, as to Dalton's confession. He denies that her person was outraged; nor was any rubbish thrown over her body.

Young Jennings was not captured by Sheriff Spilsbury, but was arrested while quietly pursuing the even tenor of his way, by the precinct officers of this place. The murderer's statement in short is to the effect that not only did Jennings lay the plan for killing her but that he did the killing almost entirely without his (Dalton's) aid, and he gives no reason or object whatever for the commission of the terrible crime. After a diligent and searching investigation on the part of the prosecution, no evidence of any kind whatever which pointed to the guilt of Jennings could be adduced, save that of a self-confessed murderer and perjurer.

He also says that he came straight from the place of murder to the place where he was next seen after sundown by some 15 witnesses; and that he galloped the horse about one-third of the distance. The defense on their part proved that at or about the time of the murder, George Jennings was at work on his brother's premises where he was seen about one hour before Dalton put in an appearance at the base ball ground, where he was first seen. At the time of the inquest the coroner appointed two experts to follow the tracks of the murderer, and though their main object was to see if there was a possibility of there having been more than one person engaged in the affair, they testify that there was but one sized track, which corresponded exactly with Dalton's.

Young Jennings was discharged, and the general verdict of those who have heard the evidence, especially those acquainted with the character of the two young men is that it is a base attempt by a most fiendish murderer to implicate an innocent person and shield himself. Several of Dalton's statements on unimportant matters have been clearly proven false.

Having no object whatever in view, save the protection of the name of an innocent person, whose word has ever been the only bond necessary with those with whom he is acquainted, from the foul breath of scandal, and believing that the publication of the truth of the matter should not be less public than the street yarn published in the *Miner*, the writer has taken this opportunity to give you and the public generally the facts of the case asking that it may appear verbatim to the many readers of the NEWS.

Respectfully, DAVID F. STOUT.

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THE BEST IN THE WORLD.

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METALS, STAMPED WARE,

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FOR SALE BY

Z. C. M. I., Sole Agents in SALT LAKE CITY. d9m

NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, you are hereby notified that we have expended the sum of two hundred dollars, in money and labor, upon the Lucky Boy Mining Claim, situated in Dry Canyon, Ophir Mining District, Tooele County, Utah Territory, as follows: For James A. Leffler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amount of your respective assessments (for the benefit of Act entitled, etc.) for the years 1875, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising at the expiration of ninety days after the publication of this notice, your interests in said mining claim will become ours by due operation of law.

WM. NAYLOR, GEORGE NAYLOR.

Salt Lake City, Utah, May 1, 1880. 3m

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For Colds, Coughs, Asthma, Consumption, Throat and Lung Complaints, Affections of the Kidneys, Etc., use

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A Family Scale for $3.00,

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2-ton Wagon Scales,	$45
4-ton " "	60
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Delivered on Cars in Chicago.

Full Price List sent free to any one. Address, Chicago Scale Co., Chicago, Or Jno. W. Snell, Salt Lake City. d6m1 w1am s1aw 1y

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On Short Notice, at

LOWEST POSSIBLE PRICES.

A LARGE STOCK OF

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

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LUMBER YARD

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PLANING MILL.

REDUCTION IN PRICES!

Utah Pine and White Pine of all kinds, and Flooring, Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

SHINGLES

Red and White Pine, Cedar, Shingle, Lath, Pickets, Flooring.

SASH, DOORS, BLINDS

AND

MOULDINGS IN GREAT VARIETY.

Frames of all Kinds Made to Order at Very Cheap Rates.

WINDOW GLASS.

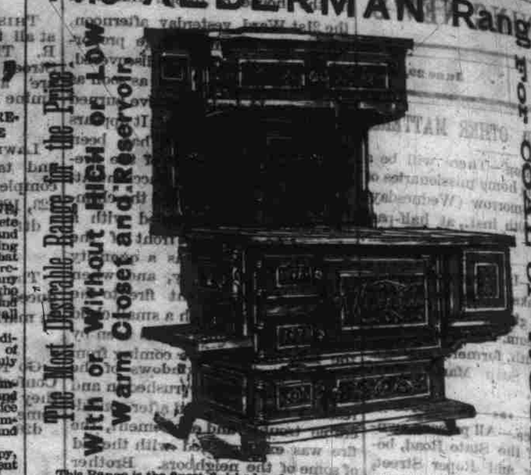
Using large quantities monthly, and dealing directly with the Manufacturers in Chicago, we intend keeping a Depot of Glass on hand, of the various sizes, for the Public to select from at our Low Rates.

WOOD TURNING OF ALL KINDS

LATIMER, TAYLOR & CO.,

2nd Block East of Depot.

The ALDERMAN Range!



The Most Desirable Range for the Price! With or without HIGH or LOW Warm Closet and Reservoir. Seven sizes and Ranges from No. 7 TO 1000 TO WOOD.

This Range is the finest finished and most elegant CHEAP FAMILY RANGE ever offered to the public, consuming LESS FUEL than any ordinary Cook Stove of its own number, it combines all the convenience and advantages of Ranges costing fifty per cent more. FOR SALE EVERYWHERE. Manufactured by

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CAN BE FOUND THE PRETTIEST

LAWNS

EVER BROUGHT IN THE TERRITORY.

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LAING & MAGINNIS,

IMPORTERS AND WHOLESALE DEALERS IN

SHOE FINDINGS, SILK, WORSTED & COTTON TERRY ELASTICS,

BOOT AND SHOE MACHINERY,

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

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

THE ABOVE CAN BE PROCURED AT

Zion's Co-operative Mercantile Institution.

MERIDEN CUTLERY CO.,

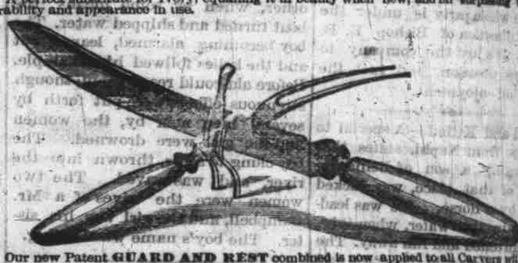
MANUFACTURERS OF

SUPERIOR TABLE CUTLERY,

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

CELLULOID HANDLE!

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



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CANNED MEATS and GAME

READY FOR USE FOR

PIC-NIC PARTIES.

WM. JENNINGS & SONS.

FOR SALE EVERYWHERE.

IT DOES NOT RUST OR BREAK, AND CANNOT BE DESTROYED BY FIRE.

FOR KITCHEN AND HOUSEHOLD USE,

THE ONLY SUITABLE WARE

GRANITE IRONWARE

TO MINERS, FARMERS, MUNICIPAL CORPORATIONS & RAILROAD COMPANIES.

THE NEW LIGHT WEIGHT WATER PIPE!

Fig. 1.

Fig. 2.

Is Superior for Hydraulic Mining, City Water Works, and all other purposes for which iron or wood is used to any pipe now manufactured. It combines

LIGHTNESS WITH STRENGTH

(Being from ¼ to ⅓ the weight of iron,) and

CHEAPNESS WITH DURABILITY.

Is Made of the Best Oregon Pine, and is spirally Bound with Wrought Iron of Suitable Strength to Sustain any Required Pressure. The whole Exterior is Completely Protected from Rust or Decay by a Thick Coating of Asphaltum, while the Interior being Constantly in contact with the water

WILL LAST FOR 50 YEARS.

It is from 50 to 75 per cent. Cheaper than the Iron Pipe, and will sustain a gravity head of 700 feet, or over 300 pounds pressure to the square inch.

It is already in use in many of the leading Cities of the Pacific Coast, and is rapidly taking the place of iron pipe along the lines of Western Railroads. It is used for Gas, Oil and Water. For full particulars, prices, Etc., address,

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