# 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 Lewis and Audubon; and 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, 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 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, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

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

At CHICAGO, with all diverging lines for the East and South.

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

At ARMINGTON HEIGHTS, with P., C. & St. L. R. 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. Rds.

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

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

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

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. 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.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At ATLANTIC, with B. & M. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.

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, ATCHISON, KANSAS CITY, 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 | 10.30 a.m. |
| Mixed | 5.00 p.m. |
| Freight | 3.30 a.m. |

| ARRIVE | |
|---|---|
| Daily Express | 3.15 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 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 McCormick & 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. 490

## 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 | 7 00 | 3 40 | |
| *Wood's Cross | 7 25 | 4 00 | 60 |
| Centreville | 7 33 | 4 16 | 75 |
| Farmington | 7 50 | 4 32 | 1 00 |
| Kaysville | 8 10 | 4 52 | 1 25 |
| ARRIVE AT | | | |
| Ogden | 8 00 | 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 42 | 7 31 | 1 25 |
| Centreville | 11 04 | 7 46 | 1 00 |
| *Woods Cross | 11 13 | 7 53 | 1 50 |
| 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 6.00 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.20 p. m., arriving in Salt Lake City at 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 15th, 1879.

GOING SOUTH.

| NAME OF STATION. | No. 1 Passenger. | No. 3 Passenger. | 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 |
| Lovendale | 7 26 | 8 20 | 50 |
| Junction | 7 37 | 8 45 | 75 |
| ARRIVE AT | | | |
| Sandy | 7 40 | 8 50 | 85 |
| LEAVE | | | |
| Sandy | 7 55 | 9 20 | |
| Draper | 8 07 | 10 10 | 1 00 |
| Lehi | 8 44 | 11 20 | 1 45 |
| American Fork | 8 56 | 11 35 | 1 80 |
| Pleasant Grove | 9 08 | 11 50 | 1 95 |
| | | P. M. | |
| Provo | 9 37 | 12 45 | 2 30 |
| Springville | 9 55 | 1 10 | 2 75 |
| Spanish Fork | 10 08 | 1 25 | 3 00 |
| Payson | 10 32 | 2 15 | 3 50 |
| Santaquin | 10 50 | 2 40 | 3 75 |
| Yoca | 11 23 | 3 40 | 4 35 |
| Nephi | 11 56 | 4 30 | 4 75 |
| ARRIVE AT | | | |
| Juab | 12 30 | 5 30 | 5 80 |

GOING NORTH.

| NAME OF STATION. | No. 2 Passenger. | No. 4 Passenger. | Fare. |
|---|---|---|---|
| TRAINS LEAVE | P. M. | A.M. | |
| Juab | 1 00 | 7 50 | |
| Nephi | 1 40 | 8 00 | 75 |
| Mona | 2 03 | 8 40 | 1 15 |
| Santaquin | 2 30 | 9 15 | 1 50 |
| Payson | 2 55 | 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 00 |
| Pleasant Grove | 4 21 | 1 45 | 3 65 |
| American Fork | 4 34 | 1 55 | 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 | | 3 45 | |
| Junction | 5 44 | 3 55 | 4 75 |
| Lovendale | 5 55 | 4 20 | 4 00 |
| Germania | 5 62 | 4 30 | 5 00 |
| Morgan | 5 67 | 4 40 | 5 00 |
| ARRIVE AT | | | |
| Salt Lake | 6 35 | 5 05 | 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, Superintendent.

## UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

| STATIONS. | No. 1 MIXED. | MILES. | FARE. |
|---|---|---|---|
| TRAINS LEAVE | A.M. | | |
| Deseret | 7 00 | | |
| Riverside | 7 45 | 6 | |
| Lemmington | 9 15 | 27 | 1 [illegible] |
| Mills | 10 35 | 43 | 2 [illegible] |
| ARRIVE AT | | | |
| Juab | 11 20 | 53 | 3 00 |

GOING SOUTH.

| STATIONS. | No. 2 MIXED. | MILES. | FARE. |
|---|---|---|---|
| TRAINS LEAVE | P. M. | | |
| Juab | 4 30 | | |
| Mills | 5 15 | 9 | [illegible] |
| Lemmington | 6 35 | 22 | 1 [illegible] |
| Riverside | 8 05 | 40 | 2 [illegible] |
| ARRIVE AT | | | |
| Deseret | 8 50 | 52 | 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.

## 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— Pittsburg, 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:

8.00 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 2.00 p. m; New York 4.48 p. m; Boston 8.15 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 Pittsburg 12.35 p. m; Harrisburg 4.55 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 7.10 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 6.00 a. m; New York 10.05 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 FORT WAYNE and PENNSYLVANIA LINE.

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

## NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, your heirs or assigns; you are hereby notified that we have expended for you in money and labor, on the Young America 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 amounts of your respective assessments for the number of feet claimed by you; 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 herein will become the property of the undersigned by operation of law.

WM. NAYLOR, GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1879. 3m

## NEW YORK TRADE.

BENEDICT, HALL & CO.,

BOOTS & SHOES

Nos. 134 and 136 Grand Street, Corner Greene, NEW YORK

THOS. M. ARGALL & CO.,

MANUFACTURERS OF MEN'S & BOYS' CLOTHING!

339 Broadway, NEW YORK.

JNO. E. COWLES,

HEMPHILL, HAMLIN & CO.,

CARPETING, FLOOR OIL CLOTHS, DOUGGETS, MATS, ETC.

342 & 344 BROADWAY, NEW YORK.

A. W. FABER'S STATIONERY ARTICLES & ARTISTS MATERIALS, MAY BE HAD AT Z. C. M. I.,

Gold Pens and Pencil Cases, Penholders, Rubber Goods, Lead Pencils, Etc. 6m

USE

CLARK'S O.N.T. TRADE MARK SPOOL COTTON.

GEORGE A. CLARK, SOLE AGENT.

The BEST and MOST POPULAR Sewing Thread of Modern Times.

BEWARE of IMITATIONS.

A COMPLETE ASSORTMENT FOR SALE BY Z. C. M. I., Branches and Dealers Everywhere. d9m

USE THE BEST. HARRISON'S CELEBRATED Writing Ink, Fluid and Mucilage,

For Sale by all Stationers.

Special rates Inks in Bulk for Schools and Colleges.

HARRISON M'f'g Co., 323 Broadway, NEW YORK.

BRINCKERHOFF, TURNER & CO.,

100 Duane Street, New York.

Manufacturers of and Dealers in COTTON SAIL DUCK, "*Woodberry*," *Druid Mills*, "Polhemus" *and other favorite brands, all numbers—Hard, Medium and Soft.*

DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY

COTTON CANVAS of all numbers—14 to 150 inches wide, for Deck—Car—Trunk—and Wagon Covering. Machine Aprons and other purposes, constantly in store and made to order. Agents for

*U. S. Bunting Co., U. S. Standard" & "Eagle" by the Case or less quantity.*

These Goods can be obtained of Z. C. M. I.

Uniform Made for the United States

BEST SIX CORD SEWING COTTON J. & P. COATS WARRANTED 200 YARDS.

BEST SIX CORD SPOOL COTTON

FOR SALE AT WHOLESALE AT Z. C. M. I. d w 6m

## PHILADELPHIA TRADE.

SAPONIFIER

Is the "Original" Concentrated Lye and Reliable Family Soap Maker. Directions accompany each can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Can be obtained of Z. C. M. I. and its Branch Stores.

PENN'A SALT MANUF'G CO. PHILADELPHIA

1843 W. P. Wilstach, 1855, W. P. Wilstach & Co 1857, Scott & Day, 1877, Conrad B. Day Co.

CONRAD B. DAY CO.,

No. 28 North Third Street, Philadelphia,

Saddlery Hardware,

AND CARRIAGE MATERIALS,

*Horse Clothing, Lap Robes, Dusters, Fly Nets, Etc.*

DESERET CARRIAGE & WAGON COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street.

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing in Woodwork, Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED

PRICES REASONABLE.

I. WALMER, Manager

## EVENING NEWS.

Friday, July 4, 1880.

### IMPOLITIC DANIEL.

*Inscribed to the Utah Compromisers.*

'Twas proclaimed through the land as the royal decree,
That for full thirty days 'twould be treason to pray,
Should mortals petition or even bend the knee,
Save to Babylon's King, that their life they should pay.

But Daniel, the dreamer, the captive, the Jew,
Whose merit had made the proud monarch his friend,
Whose integrity gained him (as often 'twill do)
Some envious foes that his virtues condemn'd;

Whose ability, too, had exalted his state—
The power of a prince he could justly maintain,
So fearless his honor, his wisdom so great,
That oft to consult him the monarch would deign.

Daniel opened his windows and wistfully gazed,
Towards the fair country his people had left;
Towards the loved temple, by Solomon raised,
He looked and he knelt, never heeding the cost.

He knelt and he worshipped his Father and God,
That had made him in exile such favor to find,
Oh, foolish was Daniel! His foes were abroad,
And arm'd with the law, were to crush him combined.

Had Daniel no friends? thus to counsel bestow—
Arise! For thy safety some compromise make,
Oh, Daniel! be wise, thy petitions forego,
Oh, Daniel, be cautious for policy's sake.

Oh, Daniel, beware! 'Tis destruction to kneel.
Thy foes to betray thee have made it their care,
Oh Daniel, thy rash and impolitic zeal
Will convict thee of treason, convict thee of prayer.

No such loyal advisers had Daniel the Jew,
And faith is most fearless when danger is nigh,
Should he worship in whispers, the Deity true?
Do they deign to dissemble who fear not to die?

Alas, for his daring, with jubilant haste—
This dire accusation against him was brought—
A traitor is Daniel, 'tis fit he should taste
Thy vengeance, Oh, King, for he counts thee as nought.

He worships his God, and defies thy decree—
That none shall bow down to a God but to thee,
Oh, King, now be just, let this basest of men,
For example, be cast in the fierce lions' den.

But the King with himself was displeased, for he saw
How crafty the clique that had framed such a law—
He had signed it, Alas! 'Twas a snare for the true,
For Daniel would pray, as his enemies knew.

The Persians and Medes never changed a decree,
No matter how foolish or harsh it might be,
A rule once established, the rule must remain;
A law must be law, though despotic and vain.

Oh, the monarch most keenly regretted 'twas so,
And we truly are thankful 'twas ages ago;
To-day, not a sensible ruler would care
To enforce foolish laws that the good would unsnare.

But this king had the law and the crowd to appease,
And the death of poor Daniel would give them such ease;
They argued and toil'd, till the set of the sun,
Till consent from their monarch was finally won.

But the King had oft witness'd how Daniel was blest,
And hope for his friend was alive in his breast;
Oh, Daniel! he cried; to the den thou must go,
But thy God from the lions will save thee, I know.

We all know the story, 'tis needless to tell,
How Daniel was saved, how his enemies fel.,
How the lions made meals of those meddlesome men,
While Daniel was lifted to favor again.

How a foolish decree was for once set at naught
Through impolitic Daniel, great glory was given
To him who his servant's salvation had wrought,
To the Ruler of rulers, the Monarch of Heaven.

EMILY HILL WOODMANSEE.

### Epidemic Cycles.

Dr. Arthur Ransome, of Manchester, has been adding to his writings on epidemic diseases and allied subjects a very interesting and thoughtful paper on "Epidemic Cycles." Making use particularly of certain annual death rates which have been kept in Sweden since 1774, he finds in them "internal evidence of accuracy in the characteristic peculiarities of the course of each disease," and holds that "they bear ample witness to the fact of the regular succession of epidemics in distinct cyclical periods." He has thrown the data from this source and from other sources into a series of diagrams, and from them he concludes that whooping cough has a cycle of about four years; small pox, before the introduction of vaccination, had a cycle of from four to five years; the cycle of measles is about seven years; while scarlet fever has an extended cycle of from 15 to 20 years, when it recurs as a great visitation, fluctuations forming "less undulations," so to speak, occuring in the intervals. Dr. Ransome briefly considers the conditions which may probably determine the recurrence of these cycles, not omitting the question of possible relationship with the sun-spot period. This question he illustrates by a most interesting diagram of the sun-spot periods since 1775, but he is unable to trace any relationship between these periods and the epidemic cycles. He comes to the conclusion that the facts relating to the different cycles are susceptible of a simpler explanation than is commonly conceived. "A certain density of the population at susceptible ages," he says, "is necessary before a disease can spread with the vigor of an epidemic. Probably all the facts would be accounted for if we suppose that these disorders can only become epidemic when the proximity between susceptible persons becomes sufficiently close for the infection to pass freely from one to the other. Exanthematous diseases rarely attack the same individual twice in his lifetime. When therefore an epidemic has, by either a fatal or non-fatal attack, cleared away nearly all the susceptible persons in a population, mostly infants and children up to a certain age, then it must necessarily wait a certain number of years before the requisite nearness of susceptible individuals has been again secured. There must in the intervals be a gradual restocking of the nation with material fit for the epidemic to feed upon, and it can only spread when the requisite proximity is attained, when meshes of the network of communication are sufficiently close for it to include all susceptible persons in one grand haul." Dr. Ransome thinks that this hypothesis is supported by the peculiarities of the different epidemics he depicts.—*London Lancet.*

### He Was of No Use.

According to the Reno (Nevada) *Gazette*, the following happened the other day in a Silver City stage coach:

A fair young mother with a crying baby in her arms sat in a Silver City stage coach. On the opposite side was a well known politician of engaging manners. By and by he said:

"Let me hold the baby. Perhaps I can soothe him."

"Oh, no; I'm much obliged. You couldn't help me any," was the answer.

"But," he persisted, "you had better let me try."

"You are very kind," said the lady at last, "but I *know* you couldn't help me, for he is hungry."

A light seemed to dawn on the politician's mind, and he abruptly broke off the conversation.

The Editor of a down town paper had sent to his office during his absence, nicely rolled in a paper and properly directed to that person, a huge hickory stick, with the following comments: "I see you advertise if anybody will send you a club you will send them a paper. As I don't know what you want it for, unless it is to knock down subscribers as don't pay, I hope you will have good luck in carrying it."

A good deal of humor is just in the simplicity of a reply. A London tourist met a young woman going to the kirk, and, as was not unusual she was carrying her boots in her hand, trudging along barefoot. "My girl," he said, "is it customary for all the people in these parts to go barefoot?" "Fairly, they do," said the girl, "and fairly they mind their own business." — *Leisure Hours.*


SALT LAKE CITY BRANCH HOUSE.

NOS. 33 AND 35 EAST TEMPLE STREET.

The Studebaker Brothers' Manufacturing Company have established a branch house in Salt Lake at Nos. 33 and 35 East Temple Street, where they keep a full line of everything on wheels of their own manufacture, and to parties contemplating purchasing a vehicle of any kind, we cheerfully recommend their goods as being unequalled for everything that constitutes a perfect wagon.

The branch house will always have in stock every size of farm wagon from a 2½ to a 4 inch, cast or steel skein, and freight wagons from 3½ to 5 cast or steel skein, built with freighting boxes or ore beds, for mule or bulls with all the latest improvements. They have ample facilities for filling special orders for the above line of wagons and will build wagons of any desireed size or style according to specification. After making the matter a special study they have procured a wagon for Utah which cannot be excelled. It is worth the time spent in examining the stock of wagons, carriages and buggies in the Studebaker establishment, the style being simply unique.

THE PRIZE GIFT WAGON.

To each gentleman visiting the House will be issued a ticket, numbered to correspond with the register list, which will entitle the holder to one chance in the celebrated Prize Wagon, built of native Indiana timber and varnished to show the nature of the material. This wagon is pronounced by experts to be the finest wagon that has yet run on Utah soil. It will be disposed of by lottery on or about the 6th of October, by a committee of well known citizens, who will take entire control and see that all interested are properly represented in the drawing. All persons should see that their names are on the great register, as all names in the end will be arranged alphabetically under the name of the city of the signer, thus furnishing Utah with a directory, in which you will find the name, address and occupation of all signers of the register.

REASONS WHY THE STUDEBAKER WAGON IS PRE-EMINENTLY THE BEST WAGON ON WHEELS.

First—It is made of the best selected Indiana timber, the same being cut at the proper season of the year, piled under sheds, properly dated, and allowed to remain there from three to five years.

Second.—The wood work, thoroughly seasoned, is shaped by the latest improved machinery, and put together by the Best Wagon Mechanics in the World.

Third.—Our Patent Beveled Edged Projecting Tire saves the paint on the felloe, and consequently saves the felloe from wearing when running in a frozen rut or on a rocky road.

Fourth.—The Thimble Skeins are made of select iron, and, therefore, do not break.

Fifth.—The Skeins are set by a patent Skein Setter, which takes the exact pattern of the skein to which the axle is to be fitted, thereby making a true fit and a perfect running wagon.

Sixth.—It is the only wagon in which the Slope Shoulder Spoke is used, hence our wagons have the best wheels in use, and do not have to be refitted (which is generally the case with other wheels), but will wear longer than any other part of the wagon.

Seventh.—The only wagon made that has the box pressed into the hub without wedging, which is done with a machine of our own invention.

Eighth.—It took the highest award of merit, and the Grand Medal at the Centennial Exposition; the Silver Medal at the Paris Great Fair at Paris, for the excellence of material and superior workmanship.

Ninth.—The Studebaker Brothers are practical workmen, attend to their business personally, and do not entrust it to the foreman, as is generally the case in large factories, hence the superiority of their work over all others.

Tenth.—It is the Best Wagon when new and good when old. Freighters and contractors will tell you so. Dealers who have sold them will tell you so.

Eleventh.—They carry the largest stock of seasoned timber of any firm in the world, having at all times wood stock enough on hand of their own cutting and selection to build from 80,000 to 100,000 wagons, consequently purchasers can at all times depend on the Studebaker Wagon having no green or unseasoned timber in it, hence it is the most reliable wagon sold in Utah at the present day.

Twelfth.—It is a well-known fact that almost all wagons have seasons, that they are very poor one year and better the next, hence they are not reliable. This is caused by the manufacturers not keeping up their stock of seasoned material, and if they have a good demand for wagons one year, the next year, not having a full stock of good, seasoned material on hand, they are obliged to use partially seasoned timber, hence their wagons are poor.

Thirteenth.—This can never occur with the "Studebaker," as they carry stock enough for four or five years' run, at all times, and each season cut enough stock to make up for what is used the preceding year.

TROPIC FRUIT LAXATIVE

UNLIKE PILLS, And the Usual Purgatives, IS PLEASANT TO TAKE.

And will prove at once the most potent and harmless System Renovator and Cleanser that has yet been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders arising from an obstructed state of the system, it is incomparably the best curative extant.

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55 Cents per Dozen,

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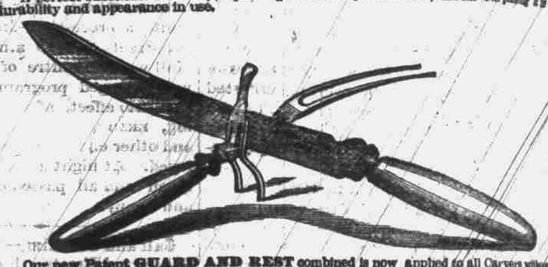

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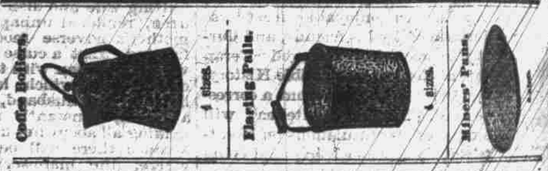

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