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Office: 40 East Temple St., Salt Lake City.

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Manufacturer and Dealer in all kinds of

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Full line of COFFIN FURNISHINGS kept constantly on hand.

Telephone and Telegraph Orders promptly filled.
Bodies preserved in their natural condition, without extra charge.
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One and a half blocks East of Theatre
Telephone No. 70.
Savage's Office in same building.

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PREPARED WITH A SPECIAL VIEW to conforming to the New Law, of two kinds—Civil and Religious—to be had at the DESERET NEWS OFFICE, Salt Lake City, in any quantity.

A book containing 25 Licenses with Duplicates for $1.00; 50 for $1.75; 100 for $3.00. Postpaid to any address on receipt of price.

GRANT BROS. CO.,

LIVERY, FEED AND SALE STABLES,
24 & 26 East, 2d South St.,
SALT LAKE CITY.

A Large Assortment of
DOUBLE AND SINGLE VEHICLES.
SADDLE HORSES, Etc., Etc.

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GRANT BROS. & CO.,
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PUTNAM'S
HOT FORGED NAIL

Every Putnam Nail

Is drawn down to a point from the rod, thus; receiving over sixty quick successive sharp blows, at a welding heat. They are then scalded by the water process,

NO ACIDS

being used, and afterwards

HAMMER POINTED.

Our nails, therefore, are to all intents and purposes the same as the old fashioned hand and hammer pointed.

Some other manufacturers claim to make a Hot Forged Nail, but you will observe on all such a Sheared Edge near the point.

THE PUTNAM NAIL

IS THE ONLY

Hot Forged and Hammer Pointed HORSE SHOE NAIL

Made by Machinery in the World.

We address these lines to HORSE OWNERS, because they are the parties most vitally interested. We feel assured that after knowing the facts, and giving the subject due consideration, they will INSIST that their horses be shod with the Hot Forged and Hammer Pointed Nail. A few months' trial will always convince.

The Putnam Nail Company,
BOSTON, MASS.

P. O. Address, NEPONSET, MASS.
For sale by Z. C. M. I. and its branches.

Cash!

HIGHEST PRICE PAID FOR ALL kinds of

RAGS,

Gunny and Burlap Sacks,
PAPER,
Old Iron, Brass, Bottles,
BROKEN GLASS AND RUBBER.

TELEPHONE TO No. 320,

And delivery wagon will call at your place of business or residence and pay you the Highest Price for everything in the above line.

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Utah Central Railway.

NEW TIME CARD, APRIL 1, 1887.

PASSENGER TRAINS LEAVE SALT LAKE DAILY AS FOLLOWS:

Going North.		Going South.	
Atlantic Express at	8.00 a.m.	Juab Express at	7.20 a.m
Park City Express	4.00 p.m.	Milford "	4.00 .m

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.		From South.	
Pacific Express at	7.30 p.m.	Juab Express at	6.40 p.m
Park City Express	11.25 a.m.	Milford " "	10.30 a.m

FRANCIS COPE, General Freigh and Passenger Agt.
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A MAN

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

CHICAGO, ROCK ISLAND & PACIFIC R'Y

By reason of its central position, close relation to principal lines East of Chicago and continuous lines at terminal points West, Northwest and Southwest—is the only true middle-link in that transcontinental system which invites and facilitates travel and traffic in either direction between the Atlantic and Pacific.

The Rock Island main line and branches include Chicago, Joliet, Ottawa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, St. Joseph, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and villages.

THE GREAT ROCK ISLAND ROUTE

Guarantees Speed, Comfort and Safety to those who travel over it. Its roadbed is thoroughly ballasted. Its track is of heavy steel. Its bridges are solid structures of stone and iron. Its rolling stock is perfect as human skill can make it. It has all the safety appliances that mechanical genius has invented and experience proved valuable. Its practical operation is conservative and methodical—its discipline strict and exacting. The luxury of its passenger accommodations is unequaled in the West—unsurpassed in the world.

ALL EXPRESS TRAINS between Chicago and the Missouri River consist of comfortable DAY COACHES, magnificent PULLMAN PALACE PARLOR and SLEEPING CARS, elegant DINING CARS providing excellent meals, and—between Chicago, St. Joseph, Atchison and Kansas City—restful RECLINING CHAIR CARS.

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Is the direct, favorite line between Chicago and Minneapolis and St. Paul. Over this route solid Fast Express Trains run daily to the summer resorts, picturesque localities and hunting and fishing grounds of Iowa and Minnesota. The rich wheat fields and grazing lands of interior Dakota are reached via Watertown.

A short desirable route, via Seneca and Kankakee, offers superior inducements to travelers between Cincinnati, Indianapolis, Lafayette and Council Bluffs, St. Joseph, Atchison, Leavenworth, Kansas City, Minneapolis, St. Paul and intermediate points.

All classes of patrons, especially families, ladies and children, receive from officials and employes of Rock Island trains protection, respectful courtesy and kindly attention.

For Tickets, Maps, Folders—obtainable at all principal Ticket Offices in the United States and Canada—or any desired information, address,

R. R. CABLE, Pres't & Gen'l M'g'r, Chicago.
E. ST. JOHN, Ass't Gen'l M'g'r, Chicago.
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Prepared with strict regard to Purity, Strength and Healthfulness. Dr. Price's Baking Powder contains no Ammonia, Lime, Alum or Phosphates. Dr. Price's Extracts, Vanilla, Lemon, etc., flavor deliciously.

PRICE BAKING POWDER CO. Chicago and St. Louis.

$1 000 REWARD for any medicine in the world that will cure as bad a case of Itching, Ulcerated and Bleeding Piles as will one fifty-cent box of Dr. Emall's Magic Balm of Healing Ointment. It acts as a soothing lubricator, absorbs the tumors and allays the intense itching at once as nothing else will. No pile cure ever acquired so large a sale in so short a time. Sold at every drug store, or sent by mail. Address Zion's Co-operative Mercantile Institution, Salt Lake City. Cleveland, Ohio, January 21, 1887—Send me five gross Emall's Magic Balm soon as possible. This will make nearly one hundred and fifty dozen I have bought since July 15, 1884. I now sell more of your Balm, or Ointment, at retail over my counter than of all other balms and ointments combined. It sells better than any medicine I have in my store.—S. P. Churchill, 30 Euclid avenue. d&w (1)

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SALT LAKE CITY.

PAID UP CAPITAL, - - $200,000
SURPLUS, - - - 200,000

DIRECTORS: H. S. ELDREDGE, President; FERAMORZ LITTLE, Vice Prest.; JOHN SHARP; WM. W. RITER; J. A. GROESBECK; L. S. HILLS, Cashier; JAS. T. LITTLE, Asst. Cashier.

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ALL SOLDIERS ENTITLED TO PENSION, INCREASE, COMMUTATION, RESTORATION, or to Arrears of Pay and Bounty, Correction of Muster, Removal of Charge of Desertion or to a duplicate Discharge, can have their CLAIMS PROMPTLY ATTENDED TO, by addressing the undersigned.

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The Address and Service of Old Mexican Soldiers Wanted.

The undersigned has had 14 years' experience in GOVERNMENT CLAIMS AT THE NATIONAL CAPITAL. Address

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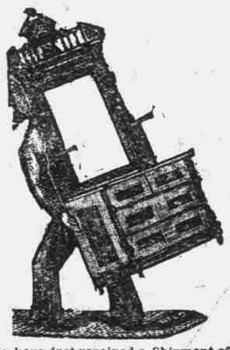

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These PILLS act with great mildness, and may be taken at any time with benefit.

They cure all forms of Malarial Diseases and Fevers, and should be used to stimulate the Liver and Kidneys to healthy action. They are invaluable for Headache, Billiousness and Bowel Complaints.

SOLD BY DRUGGISTS; 25 CENTS PER BOX.

GRAEFENBERG
CHILDREN'S PANACEA.

Best Medicine for Children. 50 cents per bottle.

GRAEFENBERG CO.,
111 Chambers St., N. Y.

EVENING NEWS.

Wednesday, - - August 3, 1887.

SUMMER.

The balmy breeze and whispering trees
And azure skies so clear,
The springing flowers and refreshing showers
Proclaim that summer's here.

The dove's sweet strain is heard again,
As in gladness it greets the day,
While the purling streams reflect the beams
That with their ripples play.

The wild bee roves o'er the flower he loves
And rifles all its store,
Then away it flies and the blossom dies—
For the bee returns no more.
The dew-drop glows on the opening rose
Like a tear in a loved one's eye,
'Till the sun's warm ray lures it away,
And it rises again to the sky.

As daylight fades in evening shades,
And night her reign resumes,
With scented breath just waked from death
The evening primrose blooms.

The moonbeams break o'er the silvery lake,
Reflecting liquid light,
The heavens gleam beneath the stream
In constellation's bright.

GEORGE SWARTWOUT

In the St. Louis Magazine.

A MYSTERY OF THE SEA.

THE WEIRD AND UNEXPLAINABLE STORY OF THE DISAPPEARANCE OF THIRTEEN PERSONS.

"Hearing from all over the world, as we do," said a State Department official to your correspondent the other day, "we naturally come across some strange stories in the course of years. But the weirdest and most unaccountable story I have ever heard of is that of the *Marie Celeste*. All the facts and particulars to the minutest detail are recorded in this department; and although some years have elapsed since the occurrence took place, and every effort has been made to clear up the mystery, no explanation has ever been found to clear up the extraordinary story. Ten years ago the *Marie Celeste*, a sailing vessel, left the port of New York with thirteen souls on board. Among the passengers were the wife and little child of the master of the vessel. She had a valuable cargo on board, and was bound to Ville Franche, on the Mediterranean. An outward-bound bark sighted the *Marie Celeste* when she had arrived at about three hundred miles west of Gibraltar. The bark signaled the *Celeste* and was surprised to receive no answer. Thinking this strange, the Britisher bore down upon the vessel, and with spyglasses made a close examination of her deck. Not a sign of life was to be seen. A strange feeling of uneasiness spread through the crew of the bark. A boat was lowered, and the captain, with a crew of picked men, pulled for the *Marie Celeste*. Arrived at her side, they joined in a loud halloo, in the hope of attracting attention. There was no response. All was silent as the tomb. The captain, followed by his men, clambered up the side to investigate the meaning of this unnatural stillness, and they commenced a thorough search of the vessel. In the sheets was hanging the weekly wash of the sailors. The boats were all suspended in their places from the davits. Every rope and every spar was in its place. Not a marlin-spike was missing. The binnacle and compass were intact. Descending the fore hatchway, a half-eaten meal was found upon the seamen's table. Proceeding aft to the master's cabin, the remains of an interrupted dinner were seen there also. In one corner of the room was a sewing-machine, with a little garment still under the needle, and a lady's thimble lying on one corner of the machine, as if she had been hastily summoned to the midday repast. The money-chest was untouched. The master's chronometer was hanging in its accustomed place. The mates' watches were hanging in their staterooms. Everything was in perfect order. But where was the crew? Not a trace of the thirteen people who had left New York so short a time before was to be found. They had mysteriously and completely disappeared. The log-book in which the last entry was dated forty-two hours before the arrival of the Britisher, showed that the voyage had been a favorable one. They had encountered no storm. Pirates and murder were out of the question. There was no sign of a struggle. No valuables were missing. Where and why had the crew left the vessel?

"The *Marie Celeste* was taken to Ville Franche and her cargo safely transferred, and the vessel was taken back to her owners in New York. News of the strange disappearance of the ill-fated crew was sent to the Department, and from there made known to all the United States representatives abroad, with the request that they inform the respective governments to which they were accredited of the facts. In this way the news was soon made known in every custom house of the world. Every means possible was taken to have the mystery cleared up, but to this day it remains unsolved. It is a singular coincidence, nothing more," continued my informant, "that the *Marie Celeste* ultimately came to a violent end. She was employed as a trader between New York and Cuba. In March, 1886, her master insured her heavily, placed on board a quantity of barrels of water and a few tubs of molasses, of which her cargo was supposed to be composed, took her down to Cuba and there committed barratry, running her ashore and wrecking her completely. His trial for this offense is to come off soon, and it is probable that all the facts in the history of the *Marie Celeste* will be developed in the conrse of the trial."

An Official Fish Story.

A bulletin of the United States Fish Commission just issued gives the following account, as described in a letter to Prof. Baird, of the killing of a man by a sword-fish:

"The schooner *Venus* is a small vessel of about twelve tons, owned and commanded by Franklin D. Langsford, of Lanesville, Mass., with a crew of three men, engaged in the general fisheries off the coast of Massachusetts. On Monday morning, August 9, Capt. Langsford sailed from home in pursuit of sword-fish. About 11 a.m., when eight miles northeast from Halibut Point, in Ipswich Bay, a fish was seen. The captain, with one man, taking a dory, gave chase and soon harpooned the fish, throwing over a buoy with a line attached to the harpoon, after which the fish was left and they returned to the vessel for dinner. About an hour later the captain, with one man, took his dory and went out to secure the fish. Picking up the buoy, Captain Langsford took hold of the line, pulling his boat toward the sword-fish, which was quite large and not badly wounded. The line was taut as the boat slowly neared the fish, which the captain intended to lance and thus kill it. When near the fish, but too far away to reach it with the lance, it quickly rushed at and under the boat, thrusting its sword up through the bottom of the boat twenty-three inches. As the fish turned and rushed toward the boat the line was suddenly slacked, causing the captain to fall fall over on his back, and while he was in the act of rising the sword came piercing through the boat and into his body. At this time another sword fish was in sight and near by, and the captain, excited and anxious to secure both, raised himself up, not knowing that he was wounded. Seeing the sword, he seized it, exclaiming, "We've got him, anyway!" He lay in the bottom of the dory, holding fast to the sword, until his vessel came alongside, while the fish, being under the boat, could not be reached. Soon the captain said, "I think I am hurt, and quite badly." When the vessel arrived he went on board, took a few steps, and fell, never rising again. The boat and fish were soon hoisted on board, when the sword was chopped off to free the boat, and the fish was killed on the deck of the vessel. The fish weighed 245 pounds after its head and tail were cut off, and the viscera removed. When alive it weighed something over 300 pounds. Captain Langsford survived the injury about three days, dying on Thursday, August 12, of peritonitis. The sword has been deposited in the United States National Museum.—*Washington Star.*

New Goods Arrived To-Day!

GOOD FIRE WORKS

In great variety very cheap. FANS and all kinds of CHINESE GOODS. Call and see.

QUONG WONG SING,
50 E., First South Street.
P. O. Box, 637, Salt Lake City.

SIMMONS LIVER REGULATOR

DYSPEPSIA

Up to a few weeks ago I considered myself the champion Dyspeptic of America. During the years that I have been afflicted I have tried almost everything claimed to be a specific for Dyspepsia in the hope of finding something that would afford permanent relief. I had about made up my mind to abandon all medicines when I noticed an endorsement of Simmons Liver Regulator by a prominent Georgian, a jurist whom I knew, and concluded to try its effects in my case. I have used but two bottles, and am satisfied that I have struck the right thing at last. I felt its beneficial effects almost immediately. Unlike all other preparations of a similar kind, no special instructions are required as to what one shall or shall not eat. This fact alone ought to commend it to all troubled with Dyspepsia.

J. N. HOLMES,
Vineland, N. J.

CONSTIPATION

To Secure a Regular Habit of Body without changing the Diet or Disorganizing the System, take

SIMMONS LIVER REGULATOR

J. H. ZEILIN & CO., PHILADELPHIA.
d & w (3)

ESTRAY NOTICE.

I HAVE IN MY POSSESSION:

One buckskin HORSE, about 10 years old, brown mane and tail, saddle marked, sore on shoulder bone, branded T in a circle on right thigh, brand resembling T D on right side of jaw-bone, brand resembling C on left thigh, and and indescribable brand on left shoulder. H

If the above described animal is not claimed and taken away on or before August 11th, 1887, it will be sold at public auction, at the City Estray Pound, Washington Square, to the highest responsible bidder, at 2 o'clock p.m.

M. SHELMERDINE,
City Poundkeeper.
Salt Lake City, August 1, 1887. d3t

DRIED APRICOTS
1887.
HIGHEST MARKET PRICE
AT
S. P. TEASDEL'S.

City patrons leave your address and our delivery wagon will call for them. d&s

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Buy The "PARACON"
$3.00 SHOE!

One Door West of Old Council House.

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PATENT ROLLER MILL CO.

Mill: No. 58 North Temple Street. Office: 21 South Temple Street, West.

BRANDS:
HIGH PATENT,
BAKER'S No. 1.
SUPERFINE WHOLE WHEAT FLOUR.

HIGHEST CASH PRICE PAID FOR WHEAT.

Mill Telephone No. 371. Office Telephone No. 337.
ELIAS MORRIS, Supt.

GEO. M. & JOHN M. CANNON

HAVE OPENED A

REAL ESTATE, LOAN AND *Collection Agency,*

AT

No. 39 MAIN STREET,

Two doors south of Z. C. M. I.

Lands for Sale,
Houses for Rent,
Money to Loan.

Collections made and proceeds promptly forwarded. Legal papers carefully drawn.
Examination of Titles a Specialty.
Our Motto: Moderate Charges.—Fair Treatment.—Reliability.
No. 39 Main St., Salt Lake City.

DENVER AND

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THE POPULAR
PASSENGER ROUTE
BETWEEN THE
EAST AND WEST!

THE ONLY LINE
BETWEEN
OGDEN, SALT LAKE AND DENVER,
WITHOUT CHANGE OF CARS

PULLMAN BUFFET
AND
SLEEPING CARS

On all Through Passenger Trains.

The Only Line from Salt Lake City Running SLEEPING CARS FREE for the use of Passengers holding Second-class and Emigrant Tickets.

THE ATLANTIC EXPRESS

Leaves Ogden Daily at 9:40 a.m.; Leaves Salt Lake City Daily at 11:15 a.m. Direct connection is made at Pueblo and Denver or Omaha, Kansas City and all points East.

THE PACIFIC EXPRESS

Arrives at Salt Lake City from the East at 4:35 p.m., and leaves for Ogden at 4:40 p.m, arrives at 6 p.m., making connection with the Central Pacific for the West.

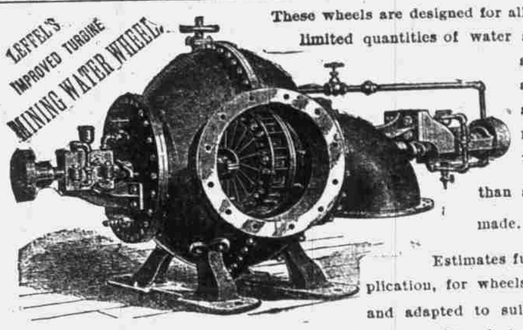
LOCAL TRAINS

Leave Salt Lake City for Bingham and Alta at 7.30 a. m., for Ogden, 8.15 a. m. and 4.40 p. m., for Springville, 5.30 p. m.

Arrive at Salt Lake City from Bingham and Alta, 4.25 p. m., from Ogden, 11.05 a. m. and 6.20 p. m., from Springville, 8.15 a. m.

Tickets for all points East and West can be purchased at the Depot Office and City Ticket Office, White House corner, Salt Lake City.

W. H. RANCROFT, Gen. Supt. D. C. DODGE, Gen. Pasnger. J. H. BENNETT, Gen. Pass. Agt.



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SPRINGFIELD, OHIO.
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State & Monroe Sts. CHICAGO,

will mail free, their new enlarged Catalogue of Band Instruments, Uniforms and Equipments, 400 Fine Illustrations describing every article required by Bands or Drum Corps, including Repairing Materials, Trimmings, etc. Contains Instruction for Amateur Bands, Exercises and Scales Drum Major's Tactics, By-Laws, and a Selected List of Band Music.

ALFRED J. KEEP. FRED. SANSOM.

BARBERS.

THE CO-PARTNERSHIP HERETOFORE existing between Will. Hennefer and Alfred J. Keep, Barbers, 27 E. Second South Street, has been dissolved, and the business will hereafter be conducted at the same stand by Alfred J. Keep and Fred. Sansom, under the firm name of Keep & Sansom, who will be pleased to wait on their friends and the public desiring their tonsorial services, done in the best style of the art.

BULLS!

Fine Holstien Bull,
"OLYMPUS,"
Will be for service for the Season. Also, Full Blooded Jersey Bull,
"JIM REX,"
No. 2, at my corral, 19th Ward.

d 1m JAMES SOLOMON.

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Men's, Boys' and Children's.

Call and see them before purchasing. Lowest Prices guaranteed for CASH. Large stock of HATS and GENTS' FURNISHINGS.

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44 MAIN STREET.

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A SURE CURE FOR
PILES, SALT RHEUM

and all skin diseases. A new method of compounding Tar. A Cure guaranteed, or money refunded. Sold by druggists, and at the office of TAR-OID CO., 73 RANDOLPH STREET, CHICAGO. Price $1.00.

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Pioneer Calciminer,

BEGS LEAVE TO INFORM HIS friends and the public generally, that he still carries on the calcimining business, at his old place, No. 129 W. South Temple street, just west of Valley House. All work entrusted to his care will receive prompt attention. Satisfactory work guaranteed. Prices to suit the times and patronage solicited d6m

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MILK, BUTTER, CHEESE & BEEF.

I have in Ogden, Utah, a Choice Lot of

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HOLSTEIN COWS AND BULLS.

PRICES REASONABLE

And Credit given on Negotiable Notes at 6 per cent. Come and see

Rollin P. Saxe
Of California,

Importer and Exporter of all kinds of Blooded Live Stock. I have

Four Car-Loads of Rams En Route.

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BEST
SIX-CORD
Spool Cotton
IN
WHITE, BLACK AND COLORS,
FOR
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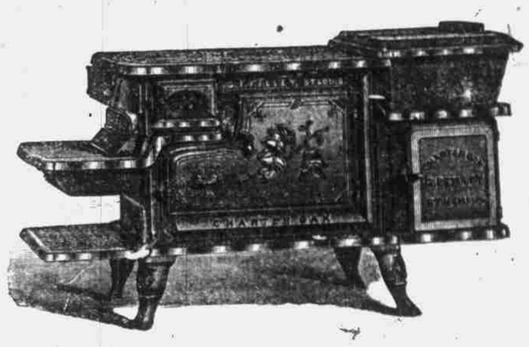

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TIN PLATE, SHEET IRON, STAMPED WARE & TINNERS' TOOLS,

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Sole Agents in Salt Lake City.

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At TEASDEL'S!

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THE RUTLAND SLATE ROOFING!

PATENTED FEB. 9, 1873.

PERFECT PRESERVATION FOR IRON, TIN & SHINGLE ROOFING

It is of an Elastic nature allowing the Tin or Iron to Contract or Expand without breaking the paint.
It is not affected by Heat or Cold.
It will stop all Leaks in Iron or Tin Roofs.
One Coat of this Paint every three or four years will Preserve your Iron and Tin, and save the expense of new roofs.

WM. W. TURNER, Proprietor,
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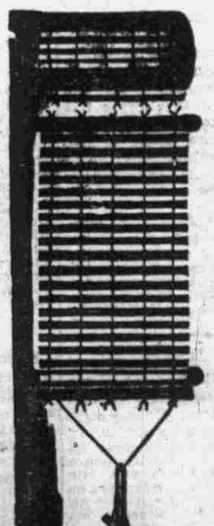
BURTON-GARDINER COMP'Y,

MANUFACTURERS OF WIRE BEDS and COTS.



It is cheap, durable, rat tight, chicken tight, rabbit tight, bull proof, horse proof, suitable for yard, stock, orchards, hay stack, town lots, and well adapted to bottom lands. Will resist a strain of 10,000 lbs. per rod.

Our Fancy Fence cannot be surpassed for strength and beauty.

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We are prepared to furnish the COMBINATION FENCE, composed of 4, 5, or 12 Annealed Steel and Galvanized Wire, with 44 pickets per rod, at prices from 45c. to $1.00 per Rod, saving more than $100.00 PER MILE.

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