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, Rock Island, Davenport, West Liberty, Iowa City, Tarrango, Brooklyn, Grinnell, and Des Moines, (the capital of Iowa) with branches from Bureau Junction to Peoria; Milton Junction to Muscatine, Washington, Fairfield, Eldon, Bellman, Centreville, Princeton, Trenton, Gallatin, Cameron, Brownville and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Avoca, 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 track; between Chicago and Council Bluffs, Kansas City, Atchison or Leavenworth for Two Dollars and FIFTY CENTS; and a section of one of our Palace Sleepers for Two Dollars; between Chicago and Omaha, Three Dollars for a section; or the whole of one for Six Dollars for a section. What will you do when you leave Chicago? You will want to know the place to stop for your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars! We answer, that the Company run their Dining Cars themselves, and do not farm it through Express Trains. You get an entire meal, a good one, and is served by 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 sleeping accommodations for the night, 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

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

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

For Maps, Time Tables, and all information, call at any Ticket Office of the road, or address,

JOHN E. 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 Express	10:30 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.
ARRIVE.	
Daily Express	8:15 p.m.
Mixed	6:40 p.m.
Freight	2:15 p.m.

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

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all other 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 Nebr, 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 Bankers House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha

H. H. CLARK, Gen'l Supt. 490

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1879.

Names of Stations.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 22	4 18	50
Centerville	7 33	4 32	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 35
Arrive at			
Ogden	9 00	5 40	2 00

Names of Stations.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	8 40	6 20	
Kaysville	10 31	7 39	1 00
Farmington	10 52	7 31	1 35
Centerville	11 04	7 44	1 50
*Wood's Cross	11 13	7 53	1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

WILL RUN DAILY, (Sundays Excepted,)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.50 a.m.; Leaving Salt Lake at 3.05 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 at 7.45 p.m.

☞ For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent

JOHN SHARP, Superintendent.

T. LATIMER, G. H. TAYLOR, G. ROMNEY, F. ARMSTRONG,

LUMBER YARD AND PLANING MILL.

REDUCTION IN PRICES.

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood.

Utah, Bear River, White Cedar and Red Wood Shingles.

Red White Rustic, Ceiling, Siding, Lath, Pickets, Flooring.

SASH, DOORS, BLINDS AND MOULDINGS IN GREAT VARIETY

Frames of all kinds Made to Order Very Cheap.

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufacturers in Car Load lots, we intend keeping a large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

Wood Turning of all Kinds.

LATIMER, TAYLOR & CO., One Block East of Depot.

THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA LINES

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.

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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 through Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 2.30 a.m; Harrisburg 11.45 a.m; Philadelphia 4.00 p.m; New York 6.45 p.m; Boston 6.15 a.m; Baltimore 6.30 p.m; Washington 9.00 p.m next day.

5:15 p. m. Atlantic express, DAILY,

With Drawing Room and Hotel Car.

Reaches Pittsburgh 12.15 p.m; Harrisburg 10.55 p.m; Philadelphia 3.55 a.m; New York 6.45 a.m; special Passenger's sleeping car will be ready 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 10.35 a.m; Boston 5.40 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.

P. R. SPEER, Gen'l Pass and Ticket Agent.

Ticket Office 232 Clark St., Chicago.

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 24	8 20	60
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 90
		P. M	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Moroni	11 26	3 40	4 35
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	P. M.	A. M.	
Chicken Creek	1 00	7 50	
Nephi	1 40	9 00	75
Moroni	2 04	9 40	1 15
Santaquin	3 10	10 50	1 75
Payson	3 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 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 20	3 20	4 50
Arrive at			
Sandy	5 40	3 40	4 65
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrives at			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.

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

CHICAGO & NORTH-WESTERN RAILWAY,

The Great Trunk Line from the West to Chicago and the East.

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2100 MILES OF RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK, AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

All Agents sell them, and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Office, 413 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

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

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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.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, 25cts

EVENING NEWS.

Monday, November 10, 1879.

BY TELEGRAPH.

SHIPWRECKS.

Loss of Life and Property.

LEWES, 8—The following are further particulars concerning the terrible collision of the *Champion* and *Lady Octavia*:

The *Champion* left New York City on Thursday, Captain Lockwood, commander. The vessel was laden with a general cargo, which, it is said, was insured. She was valued at about $200,000.

No dispatches have arrived at the company's office regarding the disaster up to noon to-day.

The company have telegraphed to Charleston, Philadelphia, and other points, for news. The following is a dispatch sent to Col. Whaley & Son, agents of the steamship at Lewes, Del., by the agent here:

"Please see that those saved have the best accommodations the ship affords, and tell both captain and steward to take particular care of them."

Capt. Lockwood has been in the employment of the company for about 12 years. He lives in Charleston, and was an unmarried man. A good many of the crew were colored men, some of them residents of Charleston.

The *Champion* was a two-masted vessel, being rigged and side wheel. She was about 1,200 tons burden, and about 240 feet long.

There was only a few callers at the company's office this morning to make inquiries about their friends. One of the visitors inquired for Patrick.

The *Champion* sailed from this port on Thursday last, two days before her time. The agents say this was due to greatly increased business.

R. H. Leonard, the first officer, resided in Brooklyn, while Charles Miller, the second officer, belonged to Charleston.

New York, 8.—A dispatch from Lewes says: Crowds of people have gathered around the branch office of the Maratime Exchange, asking for news. It appears the bark struck the steamship amidship, cutting her to the water's edge. She filled and sank in five minutes and that thirty-two lives were lost. This is confirmed by later reports.

The collision took place thirty-five miles eastward of Capes May and Henlopen, just about daylight at which time considerable fog lay on the ocean off shore. The ship *Lady Octavia* was much damaged and could not proceed further on her voyage and accordingly a signal of distress was hoisted and a flag shown for a tug. In response, one of the large Delaware Bay tug boats came to her and gave her a tow. She is now on her way up the Delaware river, bound for Philadelphia.

The Breakwater is full of shipping and the masters of vessels at anchor here, and the residents of Pilottown are flocking to Lewes for news.

The *Champion* was one of the first iron steamships launched in this country, having been built in 1850, at Wilmington, Delaware, for the late Commodore Vanderbilt. She had frequently been overhauled and repaired, and was considered in excellent condition. The steamer was rated at A 1½. Her original tonnage was 1,452, but of late was 1,418. She had three decks and two masts, was built in four compartments and was brigantine rigged; her length was 234 feet, breadth of beam 31 feet, depth of hold 25 feet. She was equipped with a beam engine. She originally ran to Panama, and was sold by Vanderbilt to the Pacific Mail Co., from which she was purchased about 12 years ago for the Charleston line. Her last voyage was the 266th she had made in the service of the latter company. The vessel never met with any serious accident before, and was considered a remarkably lucky ship. Her value is variously estimated at from $120,000 to $200,000; partly insured against fire, but no marine insurance.

The *Lady Octavia*, which did the damage, is an old English built ship, one of the first in fact built exclusively of iron in the British yards. She is reported to be built of heavier iron plates than the law requires. The *Lady Octavia* was built in 1854, in Warrington, England. She registers 1,172 tons, new measurement was 200 feet long, 36 feet breadth of beam and 22 feet depth of hold. She was last surveyed in London, and rates high in Lloyd's. She was among the first of the iron ships built in the North of England.

On the 1st of September she sailed from Rio Janeiro with a cargo of coffee, clearing for the Breakwaters for orders. She anchored off Lewes, inside the breakwater on November 3d, and remained there until the evening of the 6th, when she went to sea, and had been out of the harbor comparatively few hours when the frightful accident took place. She is owned in Greenock by G. Adams.

The *Champion* was amply provided with life preservers for 163 persons. She had five metal life boats, all equipped, and one life raft.

Philadelphia, 8.—All information thus far obtained of the *Champion* disaster was from the pilot, who landed at Delaware Breakwater.

The steamship *Lady Octavia*, in collision with the *Champion*, has arrived. The captain reports that he left the Delaware Breakwater at 9.30 a.m., on Thursday. At 4 o'clock Friday morning, 40 miles east by north, half north from Cape May, was run into by the steamer *Champion* from New York. The *Champion* struck us just aft the stern. The steamer was so badly damaged that she sunk in four minutes. Thirty persons of her crew and passengers are lost, and 24 saved and placed on other vessels by the *Octavia*. James Fergus was in charge of the deck at the time of the collision. The *Octavia* brought none of the rescued to this port.

Captain James Johnson, of Greenock, Master of the *Lady Octavia*, makes the following statement: My ship arrived at Delaware Breakwater from Rio Janeiro, for orders on the 23d of October, and sailed for New York about 10 o'clock Thursday night last. About quarter past two yesterday morning, when we had sailed about 30 miles, a collision occured. The night was clear and warm, the moon was shining brightly and we were moving at the rate of three and a half or four knots an hour. My chief mate reported a steamer ahead 10 minutes before the accident happened. The steamer continued on her course and I changed and we approached each other, but immediately before the crash, the man on the lookout of my vessel reported the steamers starboard light from our port bow, and then she shifted and the port light became visible, showing she had turned on her course. We had a man on the lookout constantly, but there could have been no lookout on the *Champion*. Her captain, Lockwood, subsequently told me he had altered his course a moment before the collision, but assigned no reason for doing so, and that he did not see my ship, which indicates that my idea in regard to the lookout was correct. The ship sunk in four minutes after the collision. There was a terrible panic. I at once ordered the boats lowered, and in fact, they were in the water before the steamer went down. Two of her crew jumped on board my ship at the time she struck. In all 30 persons were lost, among them the first mate and five women, twelve of the missing being passengers.

The steamer came at us end on and there was no possible means of avoiding her. Four of the passengers and two of the crew were sent to New York in a bark that came alongside, but I did not get their names or the name of the vessel they went on.

The following statement is made by the boatswain of the *Octavia*:

I was on deck at the time of the collision, being one of the watch. We saw the steamer, but she was not heading for us, so we kept our course. All of a sudden the steamer took a sheer over to port, but there did not appear to be anybody on her deck, except one man who was engaged in loosening sail. We called to the steamer, but it was too late, as we were struck immediately. She was so close that two of her crew sprung over her side on our vessel. We sang out to back her stern, and she did so, but three minutes afterward she went down. We lowered a boat and picked up nine persons. We then went a second time and picked up about thirteen more persons, some of whom were in a small boat, and three on a life raft. They were crying and screaming for help. The third time we went out no more of the wreck could be seen. As soon as the *Octavia* was struck, the fore compartment filled with water to the depth of eleven or twelve feet, but the vessel being built with a light bulkhead, the water did not get into any other portion. The mate of the steamer, whose name I think is Leonard, of New York, was on the deck of the *Champion* and was lost. Three ladies and several children were also lost, and only one woman, the stewardess of the steamer, was saved.

Another Wreck.

NEW YORK, 8.—The Austrian bark *Rebus*, arriving in port this afternoon, brings news of the loss of the schooner *Petrel*, with fifteen passengers and crew, including the captain. She also brings six survivers, all that is left of a company of 21 persons. Capt. Ivanetch, of the *Rebus*, reports that on Nov. 3d, when 34 days out from Trieste, he espied the floating hull of a dismasted vessel full of water and water logged, in latitude 39 north, longitude 66, 40 west. The wind at the time blew a gale from the north and a strong sea was running. The weather was bitter cold. Some persons were on the hull signalling for help with strips torn from their garments. Notwithstanding the danger attending the effort, a boat was lowered, and after a battle with the elements, at great risk of the life of all concerned, six persons on the wreck were saved. They were all that survived and they were all passengers. The schooner *Petrel*, Capt. Fisher, sailed on the 25th of October for a whaling voyage in the Atlantic Ocean, carrying the Portuguese passengers of a number of the paid-off whalemen, returning home to be landed at Fayal. In the Azores and on the Madeira and Canary Islands, she encountered terrible gales, and was swept into the North Atlantic Ocean in the last days of October. After being dismasted the schooner became unmanageable and drifted a plaything of the gales. On the 29th of October she was capsized in a squall, and 15 persons lost, including Captain Fisher. From the 29th of October until the 3d of November the six survivors clung to the wreck, exposed to cold and storm, without covering and kept continually wet by the seas that swept over them. They had some food, but little water to drink, and when relief came were almost frantic with joy.

The *Petrel* was a small schooner, of only 61 tons. Her master, George Fisher, was her owner as well. She was built in 1849, at Newburyport, Massachusetts.

An Arctic Disaster.

News was received to-day that the whaling schooner *Florence*, lately employed by Captain H. H. Howgate, of the Signal Bureau, in the Polar Sea investigation, under the command of Captain Lyon, had been lost in Cumberland Straits, to the east of Hudson Bay. She parted her chains and went ashore during a gale. Nobody was lost. The *Florence* was owned by C. A. Williams, of New Bedford. On one trip to South Shetland Islands, she made, in 1872, $300,000 by bringing for sealskins. Her captain received $99,000 as his share. She was less than 100 tons burthen. The crew were taken off by a Scotch vessel.

WESTERN.

From the Arctic.

SAN FRANCISCO, 8.—The whaling bark *Dawn* arrived to-day from the Arctic. On Sept. 3d, within 25 miles of Herald Island, she saw the smoke of a steamer supposed to be the *Jeannette*. About Sept. 25th the ice began to open rapidly to the north. She saw Herald Island in October and could go all around it. On the 7th of Oct., the captain's report continues, we saw Wrangler's Land, distant less than 25 miles, the east line showing very little snow. The mountains in the interior were covered with snow. We could not see any ice between us and Wrangler's Land, and we were much surprised, as the outlook was very discouraging.

Fight with Outlaws.

A report not fully verified is received this evening from Eureka, Humboldt County, that the outlaws who recently had a fight with the sheriff's posse in Mendocino County, had been overtaken near Red Mountain, and that a savage fight ensued, resulting in the wounding of several persons.

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A Interest wanted in some established paying business in Salt Lake City will pay in from $2,000 to 10,000. Address P. O. Box 978.

FOUND

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Manufactured only under the above Trade-mark, by the European Salicylic Medicine Co OF PARIS AND LEIPZIG.

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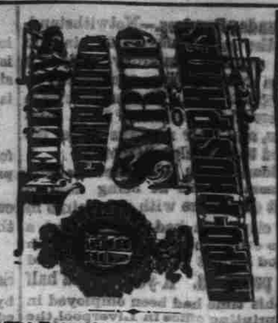
For Sale by MOORE, ALLEN & CO., and druggists generally. Nov 11 10 9 11 10 9



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"The Reformer and Vitalizer of the Blood."

"The Producer and Invigorator of Nerve and Muscle."

"The Builder and Supporter of Brain Power."

Fellows' Compound Syrup is composed of ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, no other preparation is a substitute for this under any circumstances.

Look out for the name and address J. I. FELLOWS', St. John, N. B. on the yellow wrapper, in watermark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

Sold by all Druggists.

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A REVIEW ....OF THE.... DECISION ....OF THE.... SUPREME COURT ....OF THE.... UNITED STATES.

IN THE CASE OF GEORGE REYNOLDS VS. THE UNITED STATES.

BY GEORGE Q. CANNON.

Printed and Sale at the DESERET NEWS OFFICE.

PRICE, - 25 Cents

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS.—The standard single rate is 3 cts. avoirdupois.

Single rate letter throughout the United States, ... 3 cent

For each additional ½ oz. or fraction, ... " "

Drop letters, single rate, ... 2 cts

NEWSPAPERS AND PERIODICALS.—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single Newspapers, not exceeding ounce in weight, 1 cent to any part of the United States, prepaid.

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The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

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On orders not exceeding $20, ... 10 cents.
Over $20 and not exceeding $30, 15 "
Over $30 and not exceeding $40, 20 "
Over $40 and not exceeding $50, 25 "

Rates of Foreign Postage.

	Letters.	Newspapers.
Greece, closed mail, via England,	5 cts.	2 cts
Hong Kong, American packet, via San Francisco,	10 cts.	2 cts.
Italy, direct closed mail via England,	*5 cts.	2 cts.
Italy, via North German Union, direct	5 cts.	2 cts
Japan, American packet, via San Francisco,	10 cts	2 cts
Hong Kong, via Southampton,	10 cts	2 cts
New Zealand, via Southampton,	12 cts	2 cts.
Norway, via North German Union direct,	5 cts.	2 cts.
Norway, closed mail via England,	5 cts.	2 cts.
Portugal, via England,	*5 cts.	2 cts
Russia, via North German Union direct,	5 cts.	2 cts
Russia, closed mail via England,	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco,	5 cts.	1 ct.

MONEY ORDERS.—All principal post offices now receive small sums of money and issue drafts for the same upon other post-offices, subject to the following charges and regulations:

On orders not exceeding $15, ... 10 cents
On orders not exceeding $30, ... 15 "
Over $30 and not exceeding $40, 20 "
Over $40 and not exceeding $50, 25 "

INTERNATIONAL MONEY ORDERS on Great Britain, Germany and Switzerland, may be obtained upon the payment of the following fees, viz:

GREAT BRITAIN.

On orders not exceeding $10, ... 25 c
Over $10 and not exceeding $20, 50 "
Over $20 and not exceeding $30, 75 "
Over $30 and not exceeding $40, 1.00 "
Over $40 and not exceeding $50, 1.25 "

GERMANY.

Fees same as Great Britain.

SWITZERLAND.

South American States, Atlantic Coast, via England, 27 cts. 4 cts.
Brazil, one from New York, 15 cts. 2 cts.
Central America, via American packet from New York, ... 22 cts. 10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili, ... 17 cts. 4 cts
Mexico, via New Orleans, 8 cts. 2 cts
Mexico, via North German Union direct, ... *5 cts. 2 cts.
Mexico, closed mailing England, ... *5 cts. 2 cts.
Switzerland, direct, closed mail via England, ... *5 cts. 2 cts.
Switzerland, by North German Union direct, ... 5 cts. 2 cts
West Indies, British and French islands, ... 5 cts. 2 cts
West Indies, Spanish islands, via New York, ... 8 cts. 2 cts.
West Indies, British mail packet, via Southampton, ... 12 cts. 4 cts
West Indies, British mail packet, via England, ... 5 cts. 2 cts.

The standard single rate to Great Britain is half an ounce avoirdupois to France and the Continents (by French mail) is 15 cts. for one-quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

From the Factory to the Wearer.

Shirts of Superior Muslin, Extra Fine Linen Shield Bosom, French Yoke, and completely finished for

$7.50 A DOZEN!

82½ CTS EACH

Being composed of an unparalleled purchase of the largest Cotton Factories in the United States for an unlimited supply of Shirting Muslins, at extremely low prices, and having largely increased our facilities for the manufacture of men's and boys' Shirts, in all styles, we have decided to make an unprecedented departure from the course generally adopted by similar establishments, and to place our superior facilities for manufacturing, thus holding the enormous profit required by jobbers, to our retail trade, and starting in to make the following unprecedented offer:

12 Superior Muslin, Linen Finished French Yoke Shirts, as above,	$7.50
3 " " " " "	2.50
6 " " " " "	4.00
3 " " " " "	2.00

At least six collar gold plated Sleeve and Collar Buttons presented to each purchaser of a Shirt. We warrant these Shirts to be first-class in every respect, to be substantially and neatly finished, and equal in appearance, durability and style to any Shirts the market affords at three times our price. Send size of collar worn, circumference of chest and length of sleeve from middle of back to end of cuff, and state if you wish open in the back or front, as we can make them either way. Patterns sent on receipt of 25 cts. Linen Collars, standing or turn down, 15 cts. each, $1.40 per doz. Celluloid Cuffs, 40 cts. per pair. Celluloid Collars, standing, 20 cts. each, turn down, 30 cts. each. Fancy Striped regular made Half Hose 20 cts. per pair, $2.00 per doz. Heavy Half Hose 25 cts. per pair, $2.50 per doz. Ventilated Ancles 25 cts. per pair. Rolled gold plate Scarf Pins 50 cts. each. Rolled gold plate Scarf Rings 50 cts. each. Rolled gold plate Sleeve Buttons $1.00 per pair. The above gold plated goods are manufactured expressly for us, we guarantee they cannot be bought for three times the money elsewhere and can not be detected from solid gold.

Remember in ordering from us you save all outside profits.

Boys' Shirts a specialty same prices as above. Postage Stamps not accepted. Catalogue of furnishing goods on application. Orders by express only. Cash must accompany all shipments.

NEW YORK FURNISHING CO., 131 Broadway, New York.

TARRANT'S EFFERVESCENT SELTZER APERIENT

Never Well.—Thousands of people who are not absolutely sick complain that they are "never well." Without being in pain they are perpetually in a state of discomfort worse than bodily suffering. The cause of this indescribable wretchedness is a morbid condition of the digestive, assimilating and discharging organs. Tone, invigorate and regulate these viscera with

Tarrant's Effervescent Seltzer Aperient

And the languor, depression, and nervous debility, which are inevitable results of indigestion, biliousness and an irregular habit of body.

SOLD BY ALL DRUGGISTS.

LAND CLAIMS!

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

A. D. WHEELER,

Lately of U. S. Land Office.

LAND AGENT AND ATTORNEY

First door south of U. S. Land Office.

ATTENDS promptly to Preparing Land and Mining Papers, Contests, etc. Furnishes Plats of surveys, Information, etc., to interested parties. Furnishes inducements for paying Pre-emption Claims with Scrip. Will answer correspondence free. Refers by permission to

Williams & Young, Attorneys,
Bennett & Harkness, "
Rosborough & Marritt, "
Tilford & Hagan, "
McBride & Sutherland "
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W. S. McCornick & Co., Bankers.
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SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

SEAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, *Fine Points* 1-2-5-8-15 and *Broad Points* 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

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Of all Descriptions.

A Large Variety of Fishing Tackle and Pocket Cutlery Constantly on Hand.

Repairs Neatly and Promptly Executed, Keys of all descriptions on hand and fitted to order.

A Shooting Gallery—Reduced 200-yard target on the premises.

First door south Wells, Fargo & Co.'s Bank

P.O. Box 625 Main Street, Salt Lake City, Utah.

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

J. WALKER, Manager.

NOTICE.

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

In the matter of the Estate of EDWARD FORNEY, deceased.

ON reading and filing the petition of Mrs. E. Forney, administratrix of the estate of Edward Forney, deceased, praying for an order of this Court to sell certain real estate belonging to the estate of the said deceased, for the payment of claims against said estate, the expenses of administration and the allowance to the widow of the deceased.

It is ordered that all persons interested in said estate appear before this Court at the County Court House in Salt Lake City, on Saturday, the 6th day of November, A. D. 1879, at ten o'clock a.m. of said day, then and there to show cause, if any why such order should not be made.

And it is further ordered that a copy of this order be published in the DESERET EVENING NEWS, a newspaper published and having general circulation in Salt Lake County, and Utah Territory, at least ten days before the day of hearing of said petition.

Done in open Court this 25th day of October, A. D. 1879.

R. SMITH, Probate Judge.

Territory of Utah, County of Salt Lake, } ss.

I, D. Bockholt, Clerk of the Probate Court in and for the County of Salt Lake, in the Territory of Utah, do hereby certify that the foregoing is a full, true and correct copy of the original now on file in my office.

In witness whereof, I have hereunto set my hand and sealed said Court, in Salt Lake City, this 4th day of Nov., A.D. 1879.

D. BOCKHOLT, Probate Clerk.

W. S. CRISMON, Deputy.

NOTICE.

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

In the Matter of the Estate of EDWARD FORNEY, deceased.

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