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, Granville, Mendota, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, the capitol of Iowa; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldora, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, to Indianola and Winterset; Atlantic to Audubon and Atoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double berth, between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, a good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, & pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Leavenworth and Atchison, connections being made in Union depots.

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

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

At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P. P. & J.; P. L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroad.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with R. & M. R. R. R. in Neb.

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., R. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N. W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Nebraska and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

Through Cars 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,

E. ST. JOHN,
Gen'l Ticket and Pass'g'r Agt.,
Chicago, Ill.

E. KIMBALL,
Gen'l Superintendent.

U. P. R. R.

—:o:—

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:20 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	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 Sweet water 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.

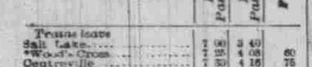
At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Nebr., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at 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'l Ticket Agent, Omaha.
S. H. CLARK, Gen'l Supt. 490

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.



On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	Fare.
Trains leave			
Salt Lake	1 00	3 40	
Wood's Cross	1 20	4 05	60
Centreville	1 30	4 15	75
Farmington	1 50	4 33	1 00
Kaysville	2 12	4 52	1 35
Arrive at			
Ogden	3 00	5 40	2 10

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave			
Salt Lake	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 33	1 35
Centerville	11 04	7 44	80
Wood's Cross	11 12	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 11.55 a.m.; Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 8.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6 p.m.

☞ For all information concerning Freight or Passage, apply to

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

FOR TEN DOLLARS CASH

We will insert a seven-line advertisement one week in a list of 269 weekly newspapers, or four lines in a different list of 337 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 70 to 100 papers each, or four lines one week in all four of the small lists, or one line one week in all six lists combined, being more than 1,000 papers. We also have lists of papers by States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & Co., 10 Spruce St., N. Y.

NEW ARRIVAL OF WATCHES & JEWELRY

The Choicest and Cheapest. Direct from New York.

4306 3m CARL C. ASMUSSEN.

J. PAYNE,

Manufacturer and Dealer in

Home-Made and Imported

BOOTS and SHOES

AT

BIG BOOT,

East Temple Street,

SALT LAKE CITY,

Has on hand a Fine Stock of his own manufacturing. Also a well-selected stock of IMPORTED GOODS. d205

CUSTOM WORK AND REPAIRING A SPECIALITY.

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

Pittsburgh, Harrisburg, Baltimore, Washington, Philadelphia, AND New York

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

ON ALL EXPRESS TRAINS.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

ELEGANT EATING HOUSES

With Ample Time for Meals.

3 Express Trains Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 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 3.35 a m; New York 6.45 a m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a m, affording Philadelphia passengers a full night's rest.

9:10 p. m: Night Express EXCEPT SATURDAY,

With Drawing Room Sleeping Car,

Reaches Pittsburg 7.30 p m; Harrisburg 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 8.00 a m; New York 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the west. Ask for them via the FORT WAYNE and PENNSYLVANIA LINE.

P. E. PIERCE,
Gen'l Pass. and Ticket Agent.
CHICAGO.

CHEAP DISINFECTANT!

MR. F. A. PASCOE will supply the screened Quick Lime, suitable for disinfecting cesspools, and neutralizing all decaying organic substances for TWO DOLLARS PER TON, in large or small quantities, at his Pioneer Perpetual Lime Kilns, First North of Warm Springs, Salt Lake City.

☞ N.B.—Building and Plastering Lime of Best Quality always on hand.

dtf F. A. PASCOE.

PATENTS

obtained for new inventions, or for improvements on old ones, for medical or other compounds, trade-marks and labels. Caveats, Assignments, Interferences, Appeals, Suits for Infringements, and all cases arising under the Patent Laws, promptly attended to—Inventions that have been REJECTED by the Patent Office may still, in most cases, be patented by us. Being opposite the U. S. Patent Department, and engaged in Patent business exclusively, we can make close researches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington.

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

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

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

SELECT SCHOOL.

MRS. M. B. RANDALL'S Select School will re-open in Morgan's College, Fourteenth Ward, on Monday, August 13, 1879. Also evening classes.

For further particulars concerning the school, apply to

M. B. RANDALL,
Principal.
College Building. d 2

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 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 95
	P. M.	P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	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
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	5 56

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
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	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 28	3 20	4 60
Arrives at			
Sandy	5 40	3 40	4 65
Leaves		4 45	
Sandy	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.

FOR SALE.

OR EXCHANGE for good City Property a FARM of 160 acres, five miles southwest of this city, partly fenced and cultivated, with team and farming implements, &c.

Apply to COOPER BROS.,
146tf Under T. R. Jones Bank.

CHICAGO & NORTH-WESTERN RAILWAY,

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

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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 Offices, 513 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 agents, apply to

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

EVENING NEWS.

Wednesday, . . August 20, 1879.

THE DIVINE AUTHENTICITY OF THE BOOK OF MORMON.

BY ELDER W. H. H. SHARP.

NO. VII.

"It is agreed that Peruvian antiquities represent two distinct periods in the ancient history of the country, one being much older than the other. (Baldwin's Ancient America, page 226.) Mr. Prescott also admits this distinction. The Book of Mormon being thus confirmed, its history specifies the two ages in which the land was peopled and extensive cities and beautiful palaces were erected. A strong testimony, corroborative of this fact, is noticed in the difference of architectural designs. The colony of Nephites coming direct from Jerusalem, and schooled in the Jewish style of ornamentation and design, first peopled South America. The more ancient ruins show this display in architectural design, hence the supposition of Rivero, Von Tschudi, Humboldt, Squires, and others, of two periods, one much older than the other, one partaking of a plain, Hebraic order of building, and the other somewhat more advanced and of Egyptian art, intermixed with designs differing from all other nations of people who were skilled in building great cities, and decorating them in artistic style.

The Book of Mormon clearly shows how these changes were brought about, for 600 years, B.C., South America was inhabited by two colonies from Jerusalem. One of which, the Nephites, were learned in Egyptian learning, being schooled in the art of writing in hieroglyphics, signs and symbols. After the birth of the Savior, and from the time of the general wreck which came upon the people and the whole North and South American continent at the time of the crucifixion, there began a great change, civilization rose to its highest pinacle of enlightened fame, wealth, power and peace swayed their influences over the entire length and breadth of the land. The cultivation of the soil, building of extensive and beautiful cities erecting of temples, laying out of magnificent gardens and public places of resort and recreation, occupied the attention of the people unitedly and without the least interruption of any kind for 167 years This high degree of agricultural skill in the irrigation and cultivation of the land has been especially remarked by authentic writers.

Developments in antiquarian researches, as shown in the many and extensive aqueducts, some of them several hundreds of miles in length, admirably built with cut stone, laid in imperishable cement, and running in all directions, demonstrate an efficient system of industry and perfect knowledge of agricultural pursuits. In the manufacture of cloths of all kinds and colors, the ancient Peruvians excelled. The tombs and repositories of the ancient dead, who rested undisturbed through the splendor and wealthy reign of the Incas, over a period of eight centuries, in modern days have become the objects of unhallowed hands, and from the long slumbering remains of the dead, cloth of fine and beautiful texture, whose colors remain untainted, have been exumed. Some whose bodies were wrapped in costly raiments and fine apparel have been exposed to view. The Book of Mormon, page 297 and 404, speaks of their manufacture of fine twined linen and costly fabrics, and cloth of all kinds. Expensive apparel, with which they clothed and decorated their persons, became a besetting sin with the ancient Peruvians (the Nephites), and was the cause of much reproof from the prophets that from time to time were sent from the Almighty to warn them of their pride and extravagance, in decorating their persons with ornaments and fine apparel, which caused the people to lust after the things of the world.

Some very interesting relics were discovered in 1860 by James S. Wilson, Esq., on the coast of Ecuador, consisting of ancient or fossil pottery vessels, images and other manufactured articles, all of which are finely and artistically wrought, many of which are made of gold. They were taken from a stratum of ancient surface earth, which was covered by a marine deposit some six feet thick. (See Orton's "Andes and the Amazon.")

The Book of Mormon speaks of the time when not only these relics of an ancient people were buried, but the hundreds and thousands of other and remarkable relics, which are found from 10 to 1,500 feet under the surface of the earth, in the heart of great mountains, and river beds which once were on the surface, but now found hundreds of feet under the present surface of the earth. At the time of the crucifixion of our Lord and Savior Jesus Christ, North and South America was visited, in fulfillment of the predictions of the Prophets, with the most fearful storm and earthquake ever revealed in the annals of any history, outside of the Book of Mormon, that has been handed down from the creation of the world. Many cities were burnt, many sunk into the sea, many shaken to pieces, some carried away by whirlwinds, some sunk into the earth, and hills and valleys formed over them; some covered by great mountains heaved upon them, and others sunk and lakes of fresh water formed where once these cities stood. And in fact the whole face of the land was disturbed, and the great Andes, the Mexican Cordilleras, the mighty range of Rocky Mountains, and the Oregon and Alaska ranges were upheaved, and from north to south, from centre to circumference, the earth shook and trembled. A period of about 1,846 years have passed since that fearful calamity befel the land of North and South America, and every day brings forth testimony to confirm the truth of that which is portrayed on the 450, 451 and 452 pages of the Book of Mormon.

To illustrate the greatness and mechanical skill as also their extraordinary and perfect system of transportation, which the ancient Peruvians possessed the ruined buildings of the City of Cannar are samples.

Von Humboldt in his researches informs us that many of these ruins which are strewn along the Cordilleras for 1,000 miles, showing uniformity of construction, are built from "Trappean porphyry," the quarries from which it was obtainde being situated 13,000 feet above the City of Cannar, near the Lake of Culebrilla. 10 miles distant from the city. The Book of Mormon, pages 187-9, informs us of the great advance and prosperity of the people, being skilled in all kinds of machinery, and the manufacture of tools from iron, copper, brass and steel. From these ruins of Peruvian antiquity, coins of peculiar form of gold and silver, have been found—grades of gold, pieces supposed to be coins, as also grades in silver pieces representing coins. The Book of Mormon divides these gold coins into four forms of valuation. A senine of gold, a seon of gold, a shurn of gold and a linnah of gold; and their silver coins into four values: A senum of silver, an amnot of silver, an ezrom of silver, and an onti of silver. (Book of Mormon page 339). One tomb that was discovered alone produced coins and a mass of pure gold, to the amount of $4,687,500. During a period of 25 years after the conquest of Peru the Spaniards sent to Spain over $800,000,000, all of which was the product of Peru. (Baldwin's Ancient America, page 250).

We now turn to that section of country north of the Equator and reaching to the narrow neck of land which connects North with South America. At the time of the union of the Nephites with the people of Zarahemla, about 250 years B.C., this portion of South America was called the land of Zarahemla. (Book of Mormon, page 274, v. 11 and 12). Some time after this union, the land was divided, part retaining the name of Zarahemla, through which part flowed the river Sidon, from south to north, (supposed to be the Magdalena River, page 273, v. 11 and page 439, v. 4, Book of Mormon, sustains the supposition.) Twenty-two states or lands, presided over by chief justices and governors, are mentioned and named in the Book of Mormon, as being the divisions of the land north of the Equator.

(To be continued.)

CITY ASSESSMENT, 1879.

TO THE TAX PAYERS OF SALT LAKE CITY.

In accordance with the provisions of Sections 15 and 16 of "An Ordinance to Provide for Assessing and Collecting City Taxes," passed March 12th, 1878, the City Council of Salt Lake City, will, on Tuesday, August 26th, 1879, at 2 o'clock p.m., in the council chamber of the City Hall of said city, sit as a Board of Equalization "to determine all complaints made in regard to the assessed value of any property" for the year 1879.

During its sessions said board will hear and consider any petitions which may be presented to "remit or abate the taxes of any insane, idiotic, infirm or indigent person to an amount not exceeding five dollars for the current year," agreeable to the provisions of said ordinance.

Let all persons take due notice and govern themselves accordingly.

In testimony whereof I, John T. Caine, Recorder of Salt Lake City, have hereunto set my hand and affixed the corporate seal of said city, this 18th day of August, A. D., 1879.

(L.S.)

JOHN T. CAINE,
Recorder.

Catarrhal POISON

Wei De Meyers' Treatise on Catarrh, explains the following important facts:

1. That Catarrhal Colds becomes a **poisonous infection,** at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That whatever impurities exist in the nostrils, are necessarily **swallowed** into the **stomach** and **inhaled** into the lungs, thus poisoning the digestive, the respiratory and the genito-urinary organs.

4. That Catarrhal virus follows the mucuous membrane and causes Weak Eyes, Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, taken into the nostrils and throat, cannot possibly remove infectious inflammation from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the capacity of being **absorbed by the** purulent mucous **wherever located.**

Acting upon these theories, **Dr. Wei De Meyer** has found a remedy for Catarrhal diseases, which proves to be infallible. His **Treatise,** with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is sent **free and Post-paid to anybody. Wei De Meyer's Catarrh Cure** is not yet in the hands of all Druggists. Where not thus procurable, it will be **delivered** to any address at **$1.50** a package. To Clubs, six packages for **$7.50.** To the trade, liberal terms.

D. B. DEWEY & Co., Ag'ts, 46 Dey St., N.Y.

For sale by
Redington & Co., San Francisco,
And
Hoge, Davis & Co., Portland Oregon.

W. L. PRICE,

DEALER IN

Poultry, Fish and Game,

Fruit, Vegetables and Groceries,

First South Street, Opposite Kimball Block, Salt Lake City.

☞ Goods delivered punctually in all parts of the City, Free. Satisfaction guaranteed.

The Promoter and Perfector of Animal Status.

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. LFELLOWS', 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.
d 121 2t &w

No one should travel without a bottle of

Tarrant's Effervescent Seltzer Aperient

Changes of temperature, irregularity of rest and eating, and exposures to drafts, are great and active agents in deranging the secretions of the body. A dose of this aperient will prevent the evils resulting from such causes, and save many inconveniences and danger.

SOLD BY ALL DRUGGISTS.

C. P. R. R.

First-Class Excursion!

OGDEN TO San Francisco AND RETURN.

Special, Limited, Excursion Tickets will be sold at the office of the CENTRAL PACIFIC RAILROAD, good only on the Express Train

Leaving Ogden

SATURDAY, SEPTEMBER 6, 1879.

Holders of such tickets will be allowed to stop over at "Sacramento" during the week of the holding of the

CALIFORNIA STATE FAIR.

As the Tickets will be good for the Return Trip until

OCTOBER 18th, 1879,

Excursionists will have ample time to visit

The Yosemite Valley,

The Geysers,

And other points of interest

On the Pacific Coast.

THE PRICE OF THESE TICKETS WILL BE

$55

OGDEN TO SAN FRANCISCO

AND RETURN.

Children under 12 years of age, half fare.

SLEEPING CAR ACCOMMODATIONS EXTRA.

The Special, Limited, Excursion Tickets are "Not Transferable," and the Agent will decline to sell to any one refusing to affix his or her signature to the contract of the ticket (or order).

Stop-over Privileges

Will be granted westward at "Sacramento," and eastward (on the return trip) at any point at pleasure of the holder, within the limitation of the Return Ticket, which will be void after October 18th, 1879.

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