# A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY LOOKING INTO 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; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centerville, 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 attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

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

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

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the immense passenger business of this line warranting it, we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING 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 THIS GREAT THROUGH LINE ARE AS FOLLOWS:

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

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

At WASHINGTON 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 CAMERON, with H. St. J. 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, KANSAS CITY, ATCHISON, and LEAVENWORTH.

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

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

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l 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 | 6.15 p.m. |
| Mixed | 8.40 p.m. |
| Freight | 2.15 p.m. |

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

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

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

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

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

C. H. CLARK, Gen. Supt. d90

## 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 | A.M. | A.M. | |
| Salt Lake | 7 00 | 3 40 | |
| *Wood's Cross | 7 23 | 4 06 | 25 |
| Centreville | 7 33 | 4 16 | 75 |
| Farmington | 7 50 | 4 31 | 1 00 |
| Kaysville | 8 12 | 4 52 | 1 35 |
| ARRIVE AT | | | |
| Ogden | 9 00 | 5 40 | 2 00 |
| NAME OF STATION. | No. 2 PASSENGER. | No. 4 PASSENGER. | FARE. |
| TRAINS LEAVE | | | |
| Ogden | 9 40 | 6 20 | |
| Kaysville | 10 31 | 7 10 | 1 00 |
| Farmington | 10 52 | 7 31 | 1 35 |
| Centreville | 11 04 | 7 44 | 1 00 |
| *Woods 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 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.20 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.50 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 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 | 80 |
| Germania | 7 32 | 8 10 | 50 |
| Lovendahls | 7 38 | 8 20 | 60 |
| Junction | 7 57 | 8 35 | 75 |
| ARRIVE AT | | | |
| Sandy | 7 40 | 8 45 | 85 |
| LEAVE | | | |
| Sandy | 7 55 | 9 50 | |
| Draper | 8 07 | 10 10 | 1 00 |
| Lehi | 8 44 | 11 20 | 1 65 |
| American Fork | 8 56 | 11 45 | 1 80 |
| Pleasant Grove | 9 06 | 11 50 | 1 95 |
| | | 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 22 | 2 15 | 3 50 |
| Santaquin | 10 38 | 2 40 | 3 75 |
| Nephi | 11 23 | 3 40 | 4 35 |
| ARRIVE AT | | | |
| Juab | 11 50 | 4 20 | 4 75 |

GOING NORTH.

| NAME OF STATION. | No. 2 PASSENGER. | No. 4 FREIGHT. | FARE. |
|---|---|---|---|
| TRAINS LEAVE | P. M. | A.M. | |
| Juab | 1 00 | 7 50 | |
| Nephi | 1 40 | 9 00 | 75 |
| Mona | 2 04 | 9 40 | 1 15 |
| Santaquin | 2 40 | 10 50 | 1 75 |
| Payson | 2 55 | 11 15 | 2 00 |
| Spanish Fork | 3 10 | 11 55 | 2 50 |
| | | P. M. | |
| Springville | 3 24 | 12 30 | 2 75 |
| Provo | 3 40 | 12 45 | 3 00 |
| Pleasant Grove | 4 02 | 1 05 | 3 50 |
| American Fork | 4 12 | 1 25 | 3 75 |
| Lehi | 4 45 | 2 10 | 4 35 |
| Draper | 5 02 | 2 30 | 4 60 |
| ARRIVE AT | | | |
| Sandy | 5 40 | 3 40 | 4 65 |
| LEAVE | | | |
| Sandy | | 4 45 | |
| Junction | 5 44 | 4 55 | 4 75 |
| Lovendahls | 5 55 | 5 10 | 4 75 |
| Germania | 6 02 | 5 20 | 4 75 |
| Morgan | 6 16 | 5 35 | 4 75 |
| ARRIVE AT | | | |
| Salt Lake | 6 35 | 6 00 | 4 75 |

Nos. 1 and 2 will be run daily. Nos. 3 and 4 will be run daily, Sundays excepted. JAMES SHARP, General Freight and Ticket Agent. JOHN SHARP, General Superintendent.

## UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

| STATIONS. | No. 1 MIXED. | MILES. | FARE. |
|---|---|---|---|
| TRAINS LEAVE | A.M. | | |
| Deseret | 7 00 | | |
| Riverside | 7 45 | 9 | |
| Lemmington | 9 15 | 27 | 1 50 |
| Mills | 10 35 | 43 | 2 25 |
| ARRIVE AT | | | |
| Juab | 11 20 | 58 | 3 00 |

GOING SOUTH.

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

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 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 Pittsburg 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 3.5[illegible] a. m; Baltimore 7.45 a. m; Washington 8.05 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 FORT WAYNE and PENNSYLVANIA LINE.

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

E. R. SNOW'S

POEMS,

VOL. 2.

JUST PUBLISHED.

*Are for sale at the*

DESERET NEWS OFFICE

"Woman's Exponent" Office,

Utah Commission Store,

Dwyer's Book Store,

And the Lion House.

PRICE, $1.20; $1.25 AND $1.50.

## CHICAGO TRADE.

CHAS. EMMERICH & CO.,

Wholesale Dealers Exclusively in

FEATHERS,

235-237 Madison St., Near Bridge, Chicago.

Our goods are kept by all Leading Houses in the Territory. dly

ORDER

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THE BEST IN THE WORLD! MANUFACTURED in Detroit, Mich. For Sale by Z. C. M. I. and all other Grocers and Druggists. Wholesale Chicago Agent,

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HOISTING STEAM Pumps, Etc. STEAM MACHINERY ENGINES, ETC. Manufactured by Crane Bro's M'f'g Co., CHICAGO, ILL.

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MEN'S FURNISHING GOODS,

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JAQUES' ESSENCE JAMAICA GINGER, MARAS' LIQUID BLUE, JAQUES' LEMON SUGAR, ATWOODS' VERBENA AND DAISY TOILET SOAPS.

MANUFACTURED BY

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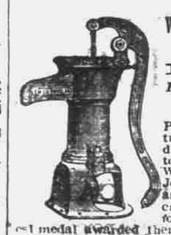

W. & B. DOUGLAS, Manufacturers of PUMPS, *Hydraulic Rames, Garden and Fire Engines,*

Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 85 and 87 John St., New York and 197 Lake St., Chicago, Ill. Works founded in 1832. Highest medal awarded them by the Universal Exposition at Paris, France, in 1867; Vienna, in 1873; Philadelphia in 1876; also at Paris in 1878. dly

WROUGHT IRON PIPE, STEAM PUMPS, BRASS AND IRON GOODS, ETC. Manufactured by CRANE BRO'S M'f'g Co., CHICAGO, ILL.

GEO. C. DOUGLAS, M. D., PRACTICING PHYSICIAN AND SURGEON.

Office, Main Street, over Godbe, Pitts & Co's Store.

*Residence, Brigham Street, North side, first dwelling East of Eagle Gate.* d199 1w w2

BEEF, BEEF!

FRESH AND JUICY. THE BEST THE market affords, always on hand at the Family Meat Market, just north of Idaho Store corner.

JAS. WILLIAMSON, Proprietor.

DANIEL GREENIG

KEEPS A FIRST CLASS BOARDING HOUSE, Second House east of City Hall, with

*Neatly Furnished Rooms and Spring Beds.*

His table is supplied with the best the market affords. This is a good place for you to put up when you visit Salt Lake City. d167

WATSON BROS., STONECUTTERS AND BUILDERS

TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.

South Side of South Temple Street, a little East of Eagle Gate.

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Fish, Poultry & Game,

FRUIT, VEGETABLES & GROCERIES,

—ALSO—

FLOUR, GRAIN, HAY & SEEDS.

*First South Street, opposite Kimball Block, Salt Lake City, No. 1257.*

Goods delivered punctually in all parts of the city. Satisfaction Guaranteed.

UNION WAGON SHOP!

All kinds of Wagon Repairing done in good style and at Low Prices.

SPRING WAGONS MADE TO ORDER.

C. A. JACOBSON & Co.

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Do all kinds of

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Carriage Painting and Trimming

BY COMPETENT WORKMEN.

HORSE SHOEING:

Horses having Corns or other diseases of the Feet, treated in a [illegible]

Our Work we [illegible] and our PRICES will be found reasonable, as our expenses are low.


# EVENING NEWS.

Tuesday, - - August 3, 1880.

## BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

### FOREIGN.

### GREAT BRITAIN.

GENERAL EUROPEAN NEWS.

**Gladstone's Illness—The Candahar Disaster.**

LONDON, 2.—The *Times* this morning says: The public will learn with much regret that Mr. Gladstone is somewhat seriously indisposed and may be unable to attend to public business for some time.

Mr. Gladstone caught a chill after leaving the House of Commons on Friday, and is now suffering from congestion of the left lung. The latest bulletin, issued Sunday evening, says his condition is less favorable, owing to a slight fever, but that he is in no immediate danger. The Queen telegraphed to ascertain his condition.

Dr. Andrew Clark, who passed the night at Premier Gladstone's house, reports Gladstone is rather better, but his puerile state continues. There have been numerous callers at the house since 7 o'clock this morning. Policemen have been stationed at the end of Downing Street from an early hour, and in accordance with instructions from the Premier's medical advisors no vehicles are allowed to pass the house.

Mrs. Gladstone writes from Downing Street as follows: "Sir William Jenner, physician to the Queen, has been summoned, and will be here at 3 p.m. Until then no fresh report of Mr. Gladstone's condition can be given."

A bulletin, issued from Downing street at 4:15 this afternoon, says: "Gladstone is doing as well as could be expected, but his fever continues." The bulletin is signed Sir William Jenner and Andrew Clark.

Gen. Burrows' force has arrived at Candahar. When the messenger left, Ayoob Khan was encamped where the action was fought. This seems to confirm the news that Ayoob Khan had suffered heavily. This news was brought by natives to Quettah. The Viceroy's telegram says: "Our whole army is not in the citadel at Candahar." But the word "not" is probably a telegraphic error for "now."

The *Standard's* Bombay correspondent telegraphs that the battle between Gen. Burrows' force and the Afghans is said to have been well contested. The British cavalry and artillery were badly cut up at the commencement of the fight, but the infantry inflicted such a heavy loss on Ayoob Khan that he has not ventured to advance upon Candahar.

In the House of Lords this evening, the Earl of Kimberly announced that Sir Bartle Frere had been recalled from the Governorship of the Cape of Good Hope. There never existed between the government and Sir Bartle Frere harmony essential for public interest.

A Calcutta correspondent declares it is the general impression that General Sir Frederick Haines, commander-in-chief of the military in India, is greatly to blame for the disaster to General Burrows' command.

The *Times* says: We cannot be wrong in assuming that the illness of Mr. Gladstone must occasion his withdrawal from the House of Commons for the rest of the session.

The *Times* publishes a description of the figure-head of the *Atlanta* widely differing from the description of the one picked up by the bark *Girl of Devon.*

A Bombay dispatch, dated to-day, says: Communication with Cabul is interrupted. The telegraph wire is cut between Pezwan and Lattaband.

The *Standard* reports £190,000 gold have been purchased in open market for export to America.

The Empress' arrival in Paris was seized upon as an occasion for a demonstration by Bonapartist sympathizers. Their success bore no proportion to the efforts made to arouse a flagging sentiment. The Empress was received by a small number of personal adherents. The public held aloof. General Evelyn Wood's new and highly colored account of the circumstances of the Prince Imperial's death fell rather flat. No Bonapartist party worth counting on now exists in England.

The Paris elections to Councils General, up to the present time, show sixty-two cases the republicans have been successful, and in sixteen the conservatives. Six second ballots in the latter will be necessary.

Everything seems to point to Gen. Burrow's having been outgeneraled, and the battle of Phuski Nahkad will probably hereafter be cited as one more instance of the story old as British history itself—of a gallant army being ruined by infatuation and the incompetency of its leaders and treachery of its allies, as there can be little doubt that Walls' cavalry went over to the enemy.

Khelati Ghilzai garrison is in a very precarious state. The tribes are gathered in the vicinity and much anxiety is felt for the garrison unless General Phayre relieves it, which would delay his march to Candahar.

Mr. Griffin had an interview with Abdurrahman on Saturday at Zimma, which lasted three hours. The British escort consisted of three squadrons of cavalry, and the Ameer's escort of 200 infantry. Abdurrahman evidently desires our friendship, but feels unsecure until he is more successful in gaining our country over to his side. The Turkestan troops are most suspicious, and he finds it necessary to humor them.

Two land meetings were held at Dublin on Sunday.

The corn and root crops of Ireland promise more than an average yield, and the general aspect of the country is cheering.

There are being distributed in Turkish military circles a printed account of the Afghan disaster, charging the British troops with cowardice and their leaders with utter incapacity.

The British steamer *Hearter*, from Hong Kong May 8th for New York, has been in collision with an Italian bark, in which the latter was sunk. The crew of the bark were saved.

## Correspondence.

**Advice to Arizona Settlers.**

JONESVILLE, Maricopa Co., July 20th, 1880.

*Editors Deseret News:*

Hearing that quite a number of persons intend moving from Utah to this country, I think a few items of information may be of benefit to some of them. All that possibly can should start by the 1st of September, for the following reasons:

Wheat and barley should be sown not later than Christmas. Families should make calculations to live in tents and wagons until their grain is sown, as a few weeks' delay in putting in grain make a great difference in the yield.

All kinds of light farm tools on hand, such as shovels, hoes, pitchforks, etc., should be brought along, if convenient. Heavy machinery and tools can be got cheaper than they can be hauled in wagons from Utah. Bring as many and as great a variety of seeds as possible. We sometimes think we cannot raise certain kinds of vegetables here and report them as failures, that afterwards prove a success when properly cultivated. Please fetch them along and experiment for yourselves, for I do not know any one who can tell all about these things as yet.

For the encouragement of all, I will give a list of some products that do well here and the season best for planting them, to the best of my knowledge.

Wheat and Barley—October, November and December.

Alfalfa or Lucern—fall or spring.

Sorghum—from April to July.

Egyptian Corn—from April to July.

Peas, potatoes, tomatoes, and all early garden stuff should be planted in January or February; pumpkins, melons, and late stuff in May or June.

Some persons plant cabbage, onions, beets, radishes, lettuce and all hardy stuff about the 10th of September, and make a success of them. Potatoes are sometimes planted at the same time; they ripen about Christmas. Sweet potatoes should be bedded out in January; they will do to be transplanted as late as June; they yield abundantly.

Fruits do well here, especially the grape. We have the Hamburg, Muscatel, Sultana, and several other varieties, also the Mission grape, all do well, in fact superior to any I have ever seen.

This is a good cotton country, also sugar cane does well; they want planting as soon as the ground begins to warm in the spring. Of stock and poultry: Cattle, sheep, goats, pigs, chickens, turkeys, ducks, etc., do well here.

Now if there is any one that thinks the above list short, let them bring on the seeds and experiment awhile, and maybe they can grow something to their taste, or at least create an appetite in trying, so that they can relish some of the articles mentioned.

For an outfit to come with, I would from personal experience advise the poor man to get the best he can and come along. To those who have means and wish to use it to the best advantage, both for moving and for use after getting here, I will give my opinion what they should remember in fitting out. Do not bring any small teams; the land here is heavy to plow. A horse less than 1,000 lbs. is not worth much here for team work. Now remember this, we have to keep up and feed our stock here, and anything inferior, either horses or cattle, are hardly worth their feed, while good heavy teams or good cows pay well. Do not bring ox teams, as beef is cheap on foot; ox teams are no use here.

Iron axle wagons with wide tires are best here as the country is level and soft formation. A team that will haul 30 hundred on the Utah roads, and make good traveling time, would soon fag here with the same load and same kind of wagon. This is not a fast country. People coming here are apt to over imagine themselves for awhile, but they get sweated down to the common weight after a little while, when they become more tolerant to the old settlers, and acknowledge that they were a little mistaken in their calculations.

I would advise all to come under good organization, with full determination to carry out the principles of union and the counsels of the priesthood, and try and stick to it, and not get discouraged too soon.

Respectfully, your brother,

D. W. JONES.

### BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

| | |
|---|---|
| Leaves Junction, | at 7.45 a. m. |
| " Jordan, | at 7.55 " |
| " Revere, | at 8.35 " |
| Arrives at Bingham | at 9.15 " |
| Leaves Bingham | at 2:50 p. m. |
| " Revere | at 3:29 " |
| " Jordan | at 3:55 " |
| Arrives at Junction | at 4:05 " |

ON SUNDAYS:

| | |
|---|---|
| Leaves Bingham | at 4:20 p. m. |
| " Revere, | at 4:50 " |
| " Jordan, | at 5:25 " |
| Arrives at Junction, | at 5:35 " |

S. D. BEEBE, Ass't Supt. J. G. KENNEDY, Manager.

### MR. THOMAS JOB,

WHO FOR A QUARTER OF A CENTURY has been well known in this Territory as a student in the Mathematics, Astronomy, Physics, etc., is now offering his services to give private instructions at No. 33 Kimball Block, opposite the Continental Hotel, Salt Lake City.

Hours from 9 to 12 a.m. and from 2 to 5 p.m. d206

### W. J. MOSS & SON

RETURN THANKS TO THEIR PATRONS and Friends for past patronage, and respectfully inform them that they are prepared to supply everything in their line at the lowest rates. We keep on hand and make to order, all kinds of

HARNESS,

Single and Double, Heavy and Light, also

Saddles, Bridles, Halters, &c.

We are making a new kind of Halter that will hold horses that are in the habit of pulling u their halters, which will cure them of that practice.

Workingman's Harness Shop,

72 Second South Street.

### NOTICE

TO JAMES A. LEFFLER, D. 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, Opal 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 in said mining claim will become ours by the operation of law.

WM. NAYLOR, GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1880. 3m

DESERET CARRIAGE & WAGON COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL KINDS OF

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing Done Promptly. Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED.

PRICES REASONABLE.

J. WALLBERG, Manager.


TROPIC FRUIT LAXATIVE

UNLIKE PILLS,

IS PLEASANT TO TAKE,

and will not gripe, but by its mild potent and thorough action on the Liver and Stomach, that first feels benefit in its gentle action. For Constipation, Biliousness, Indigestion, Dyspepsia, Piles, and all disorders arising from an obstructed state of the system, it is incomparably the best cure-all extant.

TROPIC FRUIT LAXATIVE is sold by druggists at 50 cents a box, or mailed on receipt of price (in stamps or stamps) by the proprietor. Descriptive Book free. Address

J. E. HETHERINGTON, M.D. NEW YORK or SAN FRANCISCO.

ELECTRIC BELTS,

Bands and Appliances (the only genuine) can be procured from the PULVERMACHER GALVANIC CO., Cincinnati, O., New York, N. Y., or San Francisco, Cal.

Send for 128 page pamphlet free. Pamphlet and "The Electric Review," containing full particulars; Book[illegible] concerns, especially those who [illegible] to send assorted Electric Belts, etc., on trial.

BOWEL COMPLAINTS.

A Speedy and Effectual Cure.

PERRY DAVIS' PAIN-KILLER

Has stood the test of FORTY YEARS' trial.

*Directions with each bottle.*

SOLD BY ALL DRUGGISTS

WANTED LOCAL AGENTS everywhere to sell Tea, Coffee, Baking Powder, Flavoring Extracts, etc., by sample, in families. Pay[illegible] good. Until free. PEOPLE'S TEA Co., Box 5030, St. Louis, Mo.

FOR SALE OR EXCHANGE

FOR PROPERTY IN SALT LAKE CITY. One Brick House, with 8 or 10 Rooms and Cellar, with 10 acres of Good Land, and a producing orchard on said premises, situated in Utah Co., adjoining Springville, formerly known as the property of Jacob Houtz, just south of his mill. Also two or three suits of rooms in Wasatch Building, furnished or unfurnished to suit occupant. Apply to

N. GROESBECK & SONS, Or Box 442, Salt Lake City d

JAKE HEUSSER,

Importer and General Dealer in

GUNS, PISTOLS,

AMMUNITION,

FISHING TACKLE

— AND —

CUTLERY

OF ALL DESCRIPTIONS.

ALSO DEALER IN

CIGARS AND TOBACCO.

200 MAIN ST., SALT LAKE CITY.

IDAHO STORE.

Manufacturer and Dealer in

SALT & BLUE.

BRANSON KNITTER

PRICE, $25.

*KNITS A SOCK IN 5 MINUTES*

Can teach you to Knit in ONE HOUR.

AGENCY

Chicago Scale Co.

300 *VARIETIES!*

4 Ton Scale, $60, on Cars at Chicago.

Send for Circulars of KNITTERS and SCALES.

Proprietor Snell's LIME KILNS, Quality Guaranteed.

*Wagons, Cedar Posts, Charcoal, Hematite Iron and General Merchantise, Etc., Etc.*

JOHN W. SNELL, One Block South of Theatre. P. O. Box, 519.

DAVID JAMES,

LICENSED

PLUMBER, TINNER,

STEAM AND GAS FITTER.

Respectfully announces that, buying his material by the car load, he is prepared to

LAY WATER PIPES

On Short Notice, at

LOWEST POSSIBLE PRICES.

A LARGE STOCK OF

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

OFFICE AND WORKSHOPS, WEST TEMPLE ST., OPPOSITE CITY MEAT MARKET.

E. LATIMER, C. E. TAYLOR, C. ROMNEY, E. ABRAMSON.

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 and White Pine, Cedar, Lath, Pickets, Flooring,

SASH, DOORS, BLINDS

MOULDINGS IN GREAT VARIETY.

Frames of All Kinds Made to Order Every Description.

WINDOW GLASS.

Using large facilities ourselves, and dealing directly with the manufacturers in Car Load Lots, we [illegible] to offer Glass on hand, of the various sizes, for the Public, at prices [illegible] to any Dealer.

WOOD TURNING OF ALL KINDS

LATIMER, TAYLOR & CO., Office and Yard on Depot Street.

EAGLE EMPORIUM!

CANNED MEATS and GAME

READY FOR USE FOR

PIC-NIC PARTIES.

WM. JENNINGS & SONS.

MERIDEN CUTLERY CO.,

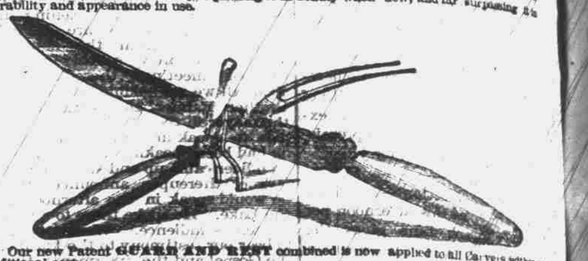
— MANUFACTURERS OF —

SUPERIOR TABLE CUTLERY,

*Pearl, Ivory, Rubber, Bone, Ebony and Rosewood Handles, and Heavily Silver Plated SOLID STEEL KNIVES, also exclusive manufacturers of the*

CELLULOID HANDLE,

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



Our new Patent CLEAN AND FAST combined is now applied to all Carvers without additional cost. All this [illegible]

MERIDEN CUTLERY CO.,

Factory, West Meriden, Conn. Salesroom, 49 Chambers St., New York

Our Goods are kept by Z. C. M. I. and all its Branch Stores.

EAGLE EMPORIUM!

ELEGANT LINES OF

SUMMER DRESS GOODS.

WM. JENNINGS & SONS.

30 North 3d Street, Philadelphia, Pa.

LAING & MAGINNIS,

IMPORTERS AND WHOLESALE DEALERS IN

SHOE FINDINGS, SILK, WORSTED & COTTON TERRY ELASTICS,

BOOT AND SHOE MACHINERY,

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

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

THE ABOVE CAN BE PROCURED AT

Zion's Co-operative Mercantile Institution.

FOR SALE EVERYWHERE.

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

FOR KITCHEN AND HOUSEHOLD USE, THE ONLY SUITABLE WARE

GRANITE IRONWARE,

TRADE MARK.

EAGLE EMPORIUM!

GREAT ASSORTMENT OF

Fans, Parasols, Gloves, Embroideries,

—AND—

CORSETS.

WM. JENNINGS & SONS.

TO MINERS, FARMERS, MUNICIPAL CORPORATIONS & RAILROAD COMPANIES.

THE NEW LIGHT WEIGHT WATER PIPE!

*Fig. 1.*

E. SCHUTTE

*Fig. 2.*

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

LIGHTNESS WITH STRENGTH

(Being from ⅛ to ¼ the weight of iron,) and

CHEAPNESS WITH DURABILITY.

The Body of the Best Oregon Pine, and is spirally Bound with Wrought Iron of Suitable Strength to Sustain any Required Pressure.

The whole Exterior is Completely Protected from Rust or Decay by a Thick Coating of Asphaltum,

While the Interior being Constantly in contact with the water

WILL LAST FOR [illegible] AND MAKE

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