A MAN

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

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Elkton, 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 T., P. & W., I. B. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Pac. 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.

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 and CHICAGO.

No other road runs Pullman Hotel Cars, on 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 sell 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 from hotels to destination.

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 502 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 Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.

Henry's Carbolic Salve allays the pain of burns.

Henry's Carbolic Salve cures all eruptions.

Henry's Carbolic Salve heals pimples and blotches.

Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. Pleasant to the Taste.

JOHN F. HENRY, CURRAN & CO., Agts. College Place, New York.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 23	4 08	60
Centreville	7 33	4 16	[illegible]
Farmington	7 50	4 33	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 60
*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 11.10 a.m., leaving Salt Lake at 5.00 p. m., arriving in Ogden at 8.30 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 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.

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 Couplers.

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 9.45 a. m; Baltimore 6.20 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 7.20 p. m; Harrisburg 3.35 a. m; Baltimore 7.45 a. m; Washington 8.05 a. m; Philadelphia 6.00 a. m; New York 10.25 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

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

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

NOTICE.

SALT LAKE CITY, Feb. 21st, 1880.

To A. F. Weeden, E. C. Williamson and Titus Billings, your heirs and Assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you in money the following sums, to wit:

A. F. Weeden, for years ending October 23, 1875-6, fourteen dollars and 7 3-10.

E. C. Williamson thirty-three dollars and 33 1-3-100. Titus Billings twenty-six and 66 2-3-100 on the Yellow Jacket No. 2 mine or lode situated in Day's Fork, Big Cottonwood mining district, Salt Lake County, Utah Territory, that being the amount of your respective assessments for the year ending October 23, A. D. 1879, and unless you pay the same within ninety days from date together with the cost of advertising, your interest in said mine or lode will be forfeited to me by operation of law.

A. C. SWINO.

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 10	
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.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 10	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

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	Th.
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	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
ARRIVE 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.

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	[illegible]
Lemmington	9 15	27	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	[illegible]
Lemmington	3 35	25	1 [illegible]
Riverside	5 05	43	2 [illegible]
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.

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	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 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.

H. CLARK, Gen. Supt.

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 searches, 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 PATENT IS SECURED.

We refer to Washington, to Hon. Postmaster General D. M. Key, Rev. F. D. 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.

ST. LOUIS TRADE.

L. M. RUMSEY & CO.,

Manufacturers and Jobbers of

PUMPS AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Iron Pipe Fittings, Belting, Hose, Packing and Agricultural Implements.

North Main Street, ST. LOUIS, MO.

ALL KINDS —OF— PRINTING! EXECUTED IN THE HIGHEST STYLE OF THE ART, —AT— BED ROCK PRICES, —AT THE— DESERET NEWS OFFICE.

EVENING NEWS.

Friday, - - March 12, 1880.

BY TELEGRAPH

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

The San Francisco Hoodlum Leader.

CHICAGO, 11.—The *Journal* says: Denis Kearney, the San Francisco blatherskite leader of hoodlums, was arrested by the police of that city this morning for threats of violence and lawlessness made in his recent harangues. He was released on bail. If this arrest was necessary, what shall we think of the Reverend Mayor Kalloch's proclamation to the effect that there is no danger of trouble from Kearney's followers? The police arresting Kearney are under Kalloch's command.

The Situation as Regards the Militia and Army.

The *Times* alleges that the reason for removing the arms from some of the San Francisco armories was distrust of the militia. Various conciliatory excuses for this act and for other acts putting the militia under surveillance have been given, but the reason unquestionably is, the fear either that the disarmed troops would side with the rioters or else that somehow the rioters would get possession of their arms and equipments. The local militia are thus in part distrusted by the authorities, whom they are bound to uphold, and the people, whom they are bound to protect. The same lesson was taught in the railroad riots of 1877.

The *Times* argues from this the unreliability of our national militia in emergencies. Taking all the precautions of selection and inculcating all possible lessons of simple soldierly obedience, it is yet clear that our militia troops are liable to be swayed by local or temporary excitement, and may not always be willing to fire upon the kinsmen and neighbors with whom they sympathize. It is beyond question that to-day there is everywhere a feeling of greater confinence in the triumph of law and order in San Francisco from the knowledge that a detachment of the army are there.

The *Commercial Bulletin* declares that the growth of the communistic element in California not different to the better class of communism in its incipient stages. With half the energy the merchants and business men are exhibiting now to suppress them, the Sand Lots statesmen could never have made such headway. We have a striking proof of their ability to put down a dangerous element when they so determine in the result of the election at Oakland on Tuesday. Let the men of property and capital and the friends of social order perform full duty as citizens on all proper occasions and no such reign of terror as now impends in San Francisco would be possible.

Governor Hoyt on the Pennsylvania Convention.

The *Inter-Ocean's* New York special says: Governor Hoyt, of Pennsylvania, said to a *Tribune* reporter last night, "As to the unit rule and the instructions adopted by the State convention, I have always held that they are binding only on the delegates at large. I took that position in the national conventions where I was a delegate. The district delegates, though getting their credentials from the State convention are, I have always believed, free to vote in the way which they think will represent the views of their constituents."

"Was this the understanding of any of the men who voted at Harrisburg for the Grant instructions?

"I have no doubt it was. The movement for instructions and unit rule was so transparent that everybody saw through it.

"How will you delegation vote at Chicago?

"I imagine that the district delegates will feel bound to represent the views of their constituents as manifested in June rather than the views of the State Convention held in February. It will be something with your New York delegation too. There may be men who will take the risk of voting their own preferences, without regard to their constituents, but such men will be few unless their preference should lead them to the winning side. A delegate will hardly venture to vote.

"Do you think Grant will get the solid vote of Pennsylvania?"

"I am a Grant man myself and I think that if it is important that he should have the vote of Pennsylvania in the convention he will get it, not as a result of the Harrisburg instructions and unit vote, however. These instructions were not understood to have much significance as bearing upon the result at Chicago at the time they were adopted. They were the weapons used to win the local fight for the leadership."

Correspondence.

SONTAG, Va., MARCH 4, 1880.

Editors Deseret News:

During our visit into North Carolina we held a number of meetings among the Saints and one in a locality where the Elders had never preached before, our two days' meeting at Toms Creek was well attended and much good was done we trust. The locality has some local historical importance in having once been the home of Col. Daniel Boone, the original white settler of Kentucky and also more recently the home of the justly celebrated Siamese twins, whose widows and children still reside in the vicinity and are steady going well thought of citizens.

The Elders laboring in this district have met considerable opposition, but by steady, persevering effort, have accomplished a good work, with most excellent prospects for the future. Two Elders are needed to take the place of some released, and several good openings are ready for the laborers. In the locality where we held the first "Mormon" meeting, a good feeling was manifest, the house was crowded full, close attention was paid, and a cordial invitation was extended to remain or return and preach again, which some Elders will doubtless be able to do in the near future.

At Wythville I had to separate from my young traveling companion, Bro. M. F. Cowley, a former employe of the NEWS office, who has proven a most successful Elder, and has gained an influence in the midst of the people quite remarkable for one so young and inexperienced. Our journeyings together through the mountains of Virginia and North Carolina, will always be remembered as days of pleasure and enjoyment.

From Wythville I came to Big Lick by rail, crossing or rather going through the Alleghany mountains en route, and following up the celebrated Valley of Virginia, for a considerable distance, from Big Lick, by private conveyance. I crossed over the Blue Ridge and arrived at Col. Hopers in the afternoon who hospitably entertained me for the night and sent me to this point the next day, where I had the pleasure of meeting Elders Barnett and Langton, both in the enjoyment of good health and the spirit of their mission. A branch of the Church has been built up here, quite a few of whom have emigrated, and everything now bids fair for the rest of the Saints to get away this month, their lands have all been disposed of and much of their property.

We hold a two days' meeting Saturday and Sunday next, after which I shall go to Georgia to attend a two days' meeting, and then to look after the emigration, which leaves Chattanooga on the 23d of March.

General reports from the mission are favorable, and the Elders find all they can do.

A mistaken idea prevails that the winter season is the most favorable for missionary labor in the South, whereas my experience leads me to just the opposite conclusion. Very few localities are properly furnished with houses to hold meeting in the winter, while during the summer season open air meetings are very much resorted to.

With best wishes for Zion's welfare,

I remain your Brother,

JOHN MORGAN.

STRAYED.

FROM THE TITHING OFFICE THIS morning, a Span of Small, Gray MARES, having on halters with ropes in, but no harness. Any person bringing them or giving information about them to the owner, C. C. A. Christensen (Mormon Panorama) in the Tithing Yard, will be suitably rewarded. tf

HOME-MADE CARPETS!

WOVE STRONG, DURABLE & PRETTY,

—AT— HULBERT'S

He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

☞ Note the Address. A few doors west of Theatre.

W. L. PRICE,

DEALER IN

Poultry, Fish & Game,

FRUIT, VEGETABLES & GROCERIES.

First South Street, Opposite Kimball Block Salt Lake City.

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

CAKES

BRIDES' CAKES AND BIRTHDAY CAKES

Of all kinds and at Prices to suit, at the

PHILADELPHIA COFFEE HOUSE

OYSTERS IN EVERY STYLE TO PLEASE THE PUBLIC AT THE PHILADELPHIA COFFEE HOUSE. WM. HILL, Proprietor

WATCHES, JEWELRY.

BEAUTIFUL AND CHEAP,

Consisting of Brooches, Ear-rings, Finger-rings, Studs, Sleeve-buttons, Bracelets, Necklaces, Chains, Lockets, Full Sets, etc.

A Fine assortment of Ladies' and Gents'

Gold and Silver WATCHES.

A Large and Complete Stock always on hand

CLEANING WATCHES, - $1.50.

And everything else in our Line *Reduced in the Same Proportion.*

Articles and Workmanship guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN

JAKE HEUSSER,

Importer and General Dealer in

GUNS; PISTOLS, AMMUNITION, FISHING TACKLE —AND— ☞ CUTLERY ☜ OF ALL DESCRIPTIONS.

ALSO DEALER IN

CIGARS AND TOBACCO.

109 MAIN ST., SALT LAKE CITY.

Swallowing POISON

Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Snuffles, Buzzing in the Ears Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Fœtid Breath, Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are

SIGNS of CATARRH.

No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our Children die of diseases generated by its Infectious Poison, and one-fourth of living men and Women drag out miserable existences from the same cause. While at every sweep, the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs to poison every part of the system.

Dr. Wel De Meyer's Catarrh Cure absorbs the purulent virus and kills the seeds of poison in the farthest parts of the system. It will not only relieve, but certainly cure Catarrh at any stage. It is the only remedy which in our judgment, has ever yet really cured a case of Chronic Catarrh.

Cured! Cured! Cured! Cured!

G. G. PERSBURY, Prop. West End Hotel, Long Branch, cured of 20 years Chronic Catarrh.

S. BENEDICT, JR., Jeweler, 877 Broadway, N. Y., (member of family) cured of Chronic Catarrh.

E. H. BROWN, 339 Canal St., N. Y., cured of 11 years Chronic Catarrh.

L. D. MCDONALD, 710 Broadway, N. Y., (sister-in-law) cured of 40 years Chronic Catarrh.

MRS. JOHN DOUGHTY, Fishkill, N. Y., cured of 8 years Chronic Catarrh.

MRS. JACOB SWARTZ, JR., 200 Warren St., Jersey City, cured of 15 years Chronic Catarrh.

A. H. THORN, 183 Montague St., Brooklyn, (self and wife) cured of Catarrh.

REV. WM. ANDERSON, Fordham, N. Y., cured of 20 years Chronic Catarrh.

MILLE. ALMINI, Opera Prima Donna, "I have received very great benefit from it."

A. MCKESSY, H. H. Fyles, 53 Broad St., N. Y.: "My family experienced immediate Relief."

&c. &c. &c. &c. &c.

Wel De Meyer's Catarrh Cure is the most important medical discovery since vaccination. It is sold by all Druggists, or delivered by D. B. DEWEY & CO., 48 Dey St., N. Y., at $1.50 a package. Six Clubs, six packages for $7.50. Dr. Wel De Meyer's Treatise is sent free to any body.

Children Cry for Pitcher's Castoria.

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THE SEMI-ANNUAL MEETING OF THE Stockholders of Zion's Co-operative Mercantile Institution, will be held in the Council House, in this City, on Monday, April 5th, 1880, at 2 o'clock p. m., for the transaction of such business as may be brought before the meeting.

Stock transfer books will be closed on the 1st of March and reopened on the 6th of April next. THOS. G. WEBBER, Secretary and Treasurer.

Salt Lake City, Feb. 18, 1880. td

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