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, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capital 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, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon 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 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, as good as is served in any first-class hotel, for seventy-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 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. D. & E.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.
At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.
At DAVENPORT, with the Davenport & Northwestern 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 B. & Mo. 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., B. & 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 & Neb. and Cen. Br. Union Pacific R. Rds.
At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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'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......6:15 p.m.
Mixed......5:40 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 Neb., 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. H. CLARK, Gen'l Supt. d90

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8.12	4 52	1 25
Arrive at Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	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 11.50 a.m.; Leaving Salt Lake at 5.05 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 2.30 p.m., arriving in Salt Lake City at 45 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.

NOTICE.

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

ARAMINTHA C. PETTIT, Plaintiff, against LORENZO PETTIT, Defendant. } In Divorce.

The People of the Territory of Utah, to Lorenzo Pettit, defendant, Greeting:

YOU are hereby summoned to appear in an action brought against you by the above named Araminta C. Pettit, plaintiff, in the Probate Court in and for the County of Salt Lake and Territory of Utah; and answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this summons—if served within this County, and if not within this County but within the Third Judicial District of the Territory of Utah within twenty days; otherwise within forty days, or judgment will be taken against you by default according to the prayer of said complaint.

This action is brought to obtain a decree from this Court dissolving the marriage contract existing between this plaintiff and you, and if you fail to appear and answer, as by law provided, the plaintiff will apply to this Court for the relief prayed for in her said complaint and cost of suit.

[S. S.] In witness whereof, I hereunto set my hand and Seal of said Court, in Salt Lake City, this 22d day of May, A. D. 1879.

D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County. 1n o

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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.

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

Ancient Things Newly Revealed!

JUST ISSUED FROM THE PRESS

THE BOOK OF ABRAHAM

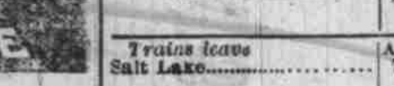
Being a critical review of the work under that name, translated from Egyptian Papyrus by the Prophet Joseph Smith, with copious references to ancient and modern authorities, in support of its authenticity.

By ELDER GEO. REYNOLDS.

FOR SALE AT THE DESERET NEWS OFFICE.

PRICE, 25cts

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 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 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	15
Santaquin	2 40	10 50	75
Payson	2 55	1 15	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 4	3 55
American Fork	4 34	1 56	3 70
Lehi	4 46	2 10	3 85
Draper	5 26	3 2	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.

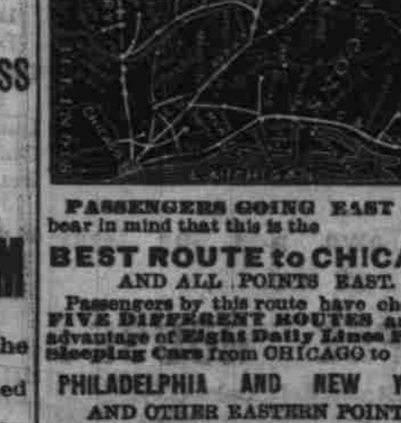
It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

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; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

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

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

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, etc.

Apply to COOPER BROS., Under T. R. Jones Bank. 346tf

EVENING NEWS.

Friday, July 25, 1879.

BY TELEGRAPH.

FOREIGN.

GREAT BRITAIN.

The Zulu Campaign.

LONDON, 23.—In the House of Commons, to-day, government announced the receipt of a telegram dated Cape Town, July 8, stating that Lord Chelmsford remained in camp till the afternoon of July 3, awaiting the surrender of the cannon and 1,000 rifles captured by the Zulus at Isandula. These not arriving, he advanced and was attacked in open country by 15,000 Zulus, who fled under a heavy fire of the British. Lord Chelmsford then advanced and destroyed Ulundi. The Zulu loss was 800, the British lost 10 killed and 53 wounded.

A battle was fought on July 4th. The Zulus variously estimated from 10,000 to 20,000 surrounded the British troops who formed a hollow square. The Zulus charged the square on all four sides. After the Zulus were broken by the British fire they were pursued by the cavalry and utterly routed. Lord Chelmsford burned and destroyed the military kraals and returned to his camp the same evening.

A detailed official telegram from Lord Chelmsford says:

Cetewayo not only failed to comply mith my demands for a return of the cannon, etc., but fired on our watering parties. I consequently returned the cattle he had sent in and ordered a reconnoissance by Col. Buller's horse. This caused the Zulu army to advance and show itself on the morning of July 4th. My force, consisting of Genl. Newdigate's division and Genl. Wood's column, aggregating 4,000 Europeans, 100 natives, with 12 cannon, and two gattlings crossed the Umoolosi River at 6 15 a.m. The force reached an excellent position between Evandwengo and Ulandi about 8.30 a.m. The Zulu army had been observed leaving its bivouacs about 7.30. The engagement shortly after begun by the mounted men. By nine the Zulu attack was fully developed. By 9.30 the enemy wavered and the lancers, followed by the remainder of the cavalry, attacked them and a general route ensued. Prisoners state that King Cetewayo was personally commanding and witnessed the fight from a neighboring kraal.

Lord Chelmsford's dispatch concludes as follows: "As I have fully accomplished the object for which I advanced, I consider I shall be best carrying out Sir Garnet Wolseley's instructions by moving immediately towards Kambawasa. I shall send back a portion of this force for supplies, which are now ready at Fort Marshall."

Kambawsa appears to be about 30 miles south of Ulindi.

Sir Garnet Wolseley telegraphs from Durban, July 8, as follows: "I have halted all the reinforcements here, as I believe the war is over. Do not send any more men or supplies till you hear from me. I expect to meet the great Zulu chief about the 16th inst., and discuss terms of peace.

Cetewayo's Alleged Surrender.

LONDON, 24.—Specials from South Africa say when the troops entered Ulundi they found everything of value removed to a new kraal built by Cetewayo when the war broke out, 15 miles north of Ulundi, and approached only through a long and narrow ravine. King Cetewayo has some of his chief regiments with him as a body guard, and correspondents doubt if he will immediately come to terms.

The question whether he will surrender or not is of little importance, as in the event of his proving stubborn, the British can place his brother Oham, who surrendered some time ago, in possession of the lower and far more fertile part of Zululand, and by assuring Oham of some little support at the commencement of his reign, establish a complete bulwark between Cetewayo and the British colonies. The continuation of the war would be an arduous and fruitless task, as beyond Ulundi the country is a wilderness, where the difficulties of transportation would exceed anything yet experienced.

The official return of the British loses does not include those amongst the native contingent. The Zulus were compelled to pass by a heavy fire when they arrived within 60 yards of the British square. Eye witnesses differ greatly as to the persistency with which the Zulus pressed the attack. This probably arises from the various positions from which they witnessed it. The most circumstantial narrative shows that the Zulus came with a magnificent rush in dense masses on the rear of the square, and seemed determined to get to close quarters. The attack on the left flank was not nearly so determined as that protected by a Gattling gun, which the Zulus greatly dread.

The estimates of Zulu losses vary so greatly as to show that they are pure guessing, the highest is 1,700. The dead were lying thickly all around the square.

DeLesseps' Perseverance.

The London *Times*, which ridicules DeLesseps' prospectus of the canal, publishes an interview with him by a lady, and reports him as saying: To remove the Culebra mountain, we shall first dig wells of 40 to 50 feet, and from these wells chambers will connect the whole top of the Culebra. Then trains of water being prepared, the whole top will be blown up at once. To carry away the *debris*, steam cars will be run on a circular tramway. The canal will be 47 miles long and 30 feet deep, with the same width of channel as the Suez, with eight basins for anchoring passing steamers, built alternately on either side of the canal. Thus 50 vessels in a day, if necessary, could pass and draw water as in the open sea. I shall go to America in November, and hope to find acquaintances and help from the people, who are certainly the ones to reap great benefit from the piercing of the Panama Isthmus. Mr. Appleton has prepared me for what I shall see and hear, and I confidently expect a pleasant trip to the United States.

Correspondence.

PROVIDENCE, Utah, July 8, 1879.

Editors Deseret News:

Dear Sirs.—By inserting the following in your valuable paper, I think you will benefit suffering humanity in many cases:

I have been sorely afflicted, (as many can testify), for 11 years past, with a skin disease, breaking out in my forehead at first, and finally spreading all over my body, generally blinding me entirely through the hot summer months and causing most terrible misery. I have resorted to many means and taken all kinds of nauseous stuff, not excepting strychnine, arsenic and the most deadly poisons, both internally and externally, prescribed by our local and some of the most eminent physicians of Salt Lake City, and under their treatment, without any benefit in the least, and with all the faith I could muster, until I was perfectly discouraged; when, last winter, I came to the conclusion to try once more before giving up to die. I therefore commenced taking a simple alterative and blood-purifying prescription, from Dr. Groesbeck, that has perfectly cured me of all eruptions without the least external application or inconvenience, and, as a duty, I cheerfully recommend all my brethren, who are so afflicted (as several have done already, with good results), to apply to Dr. Groesbeck, of Logan City.

Yours respectfully, etc.,
C. H. RAMMEL.

Cookesville.

GROUSE CREEK, Box Elder County, July 22d, 1879.

Editors Deseret News:

On Tuesday the 15th inst., Prest. O. G. Snow, of this Stake and six other brethren arrived here, and on Wednesday and Thursday held three meetings, when the organization of our ward was completed, with Samuel H. Kimball as Bishop; Benjamin F. Cooke, First Counselor and Philip Pasket, Second Counselor.

Much good instruction was given during the meetings, and truly a time of refreshing was experienced; the privilege was given to all to renew their covenants.

We have formed a townsite, consisting of four ten-acre blocks, with streets six rods wide, running at right angles, and lanes three rods wide running east and west across the blocks, for the purpose of getting at the back part of the lots conveniently. Each block contains eight lots of 1¼ acres each; thus we have 32 city lots. Several have begun to build in the town, and ere long we shall find it more convenient than living so scattered as we have been. (The land for the town was donated by your humble servant.)

We have named the town Cookesville.

Water is very scarce here, which will cause some loss to crops this year. However, we feel that it will eventually result in good, and that we shall get along all right.

Your brother in the gospel,
BENJ. F. COOKE, Clerk of Ward.

"The Flurry in Stocks"

Always means an opportunity for some shrewd and lively operator to make a handsome profit. Messrs. Lawrence & Co., Bankers, N. Y., have established the new combination system for operating in stocks, so that capital in any amount from $5 to $50,000 can be used profitably at any time that may suit the customer. By pooling the orders of thousands of persons into one immense sum, and operating them as a mighty whole, under the most experienced skill, vast profits are made, which could be gained in no other way. These are divided *pro rata* among shareholders, monthly. An investment of $10 returns $50, or 5 per cent. on the stock. $100 pays $900, and so on, according to the market. A St. Louis patron made over 300 per cent. on an investment in October by the combination method. Messrs. Lawrence & Co.'s new circular (mailed free) has "two unerring rules of success," and full information, so that any one can operate with profit. Stocks and bonds wanted. Government bonds supplied. Apply to Lawrence & Co., Bankers, 57 Exchange Place, New York City.

Catarrhal POISON

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

1. That Catarrhal Colds become 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 mucous membrane and causes Weak Eyes, Deafness, Dyspepsia, Chronic Diarrhoea, Bronchitis, Leucorrhoea 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.

STRAYED OR STOLEN.

A BLUEISH roan COW, 3 or 4 years old, branded W on left hip.

Whoever will deliver the same to J. Williamson, of the Cedar Valley Meat Market, 7th ward, Salt Lake City, will be suitably rewarded. 431

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 for Sale at the DESERET NEWS OFFICE

PRICE, - 25 Cents.

TARRANT'S SELTZER APERIENT

Punctual as a Timepiece.—Unless the bowels do their duty with the regularity of clockwork, perfect health is impossible. Therefore, when disordered, control them immediately with

Tarrants Effervescent Seltzer Aperient

The most genial balsamic and effective laxative and alterative known to the medical profession.

SOLD BY ALL DRUGGISTS.

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 & Merritt, "
Tilford & Hagan, "
McBride & Sutherland "
London Bank of Utah,
L. S. Hills, Cashier Deseret National Bank,
W. S. McCornick & Co., Bankers,
T. R. Jones, Banker,
Wells, Fargo & Co., Bankers. d&w

NEW LAW ON LAND!

ALL parties wishing to enter land, under the new homestead law or to do any business connected with the Land Office, are requested to call on CHAS. W. STAYNER, at his office between the Salt Lake *Herald* and Squires' barber shop, as he attends to the securing of Pre-emptions, Homesteads, Desert Land and all other land claims in Utah.

MR. STAYNER'S Office will be pointed out to visitors by calling at the General Tithing Store, or the DESERET NEWS Office; and parties will find it to their advantage to see him and get information before going to the Land Office or elsewhere.

NOTICE.

A WATERMASTER having been appointed for the Agricultural Park Canal, all persons interested, can now procure water by making application to the undersigned and paying up their water tax in said district.

GEO. B. WALLACE,
GEO. NEBEKER,
A. COON.
d1w

NOTICE!

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

In the matter of the estate of John Ricketts deceased.

PURSUANT to an order of said court in said matter, notice is hereby given that Friday, the 18th day of July, 1879, at 10 o'clock a. m. of said day at the County Court House, in Salt Lake City has been appointed by said court the time and place for the hearing of a petition filed in said Court by William Griffin and Joseph Ward praying that a certain document on file therewith, purporting to be the last will and testament of the said deceased, be admitted to probate, and that letters testamentary be issued to them, at which time and place all persons interested may appear and contest the probate of said will.

D. BOCKHOLT, Clerk of the Probate Court, Salt Lake County, Utah Territory.
S L City, July 2, 1879.

NOTICE.

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

ELIZABETH WHITEHEAD, Plaintiff, vs. CHARLES WHITEHEAD, Defendant. } In Divorce.

The people of the Territory of Utah, to Charles Whitehead,

Greeting:

YOU are hereby summoned to appear in an action brought against you by the above-named Elizabeth Whitehead, plaintiff, in the Probate Court, in and for the County of Tooele, and Territory of Utah, and answer the complaint filed therein, within ten days (exclusive of the day of service) after the service on you of this summons, if served within this county, and if not within this county, but within the Third Judicial District of the Territory of Utah, within twenty days; otherwise within forty days, or judgment will be taken against you by default, according to the prayer of said complaint.

This action is brought to obtain a decree from this court dissolving the marriage contract existing between this plaintiff and you; and if you fail to appear and answer, as by law provided, the plaintiff will apply to this court for relief prayed for in said complaint, and cost of suit.

In witness whereof I hereunto set my hand and seal of said Court in Tooele City, this 14th day of July, A.D. 1879.

(Seal) F. M. LYMAN, Clerk of the Probate Court, Tooele County.

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