EVERY 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, Princeston, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, 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 Harlam. 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 everyday between CHICAGO and PEORIA, KAWSAS 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 I. 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. (in Neb.).

At OTTUMWA JUNCTION, with C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. R. & 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 Ticket 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	9.40 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.
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			
Salt Lake	7 00	3 40	
*Wood'sCross	7 25	4 08	00
Centreville	7 33	4 16	75
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 56	7 31	1 35
Centreville	11 04	7 44	1 40
*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 11.30 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 3.30 p. m., arriving in Salt Lake City at 6.20 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 15th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 30	50
Lovendahl	7 26	8 20	60
Junction	7 37	8 38	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 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 27	12 45	2 50
Springville	9 58	1 30	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 33	2 15	3 50
Santaquin	10 50	2 40	3 75
Nona	11 26	3 40	4 35
Lepin	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 Passenger.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Lepin	1 40	9 00	75
Nona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	3 05	11 20	2 00
Spanish Fork	3 30	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 32	1 40	3 55
American Fork	4 54	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 22	3 20	4 30
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 45	
Junction	5 44	5 10	4 75
Lovendahl	5 52	5 20	4 60
Germania	5 56	5 30	4 50
Morgan	6 07	5 50	4 00
ARRIVE AT			
Salt Lake	6 35	6 10	3 50

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.
For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	85
Lemmington	9 15	27	1 85
Mills	10 35	45	3 50
ARRIVE AT			
Juab	11 20	60	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 20		
Mills	2 15	9	85
Lemmington	3 35	25	1 85
Riverside	5 05	43	3 50
ARRIVE AT			
Deseret	5 50	53	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 8.15 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 3.50 a. m; Baltimore 5.45 a. m; Washington 6.50 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.

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 2.00 p. m.
" Revere	- -	at 3.20 "
" 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. RUNYAN, Ass't Supt. J. G. KENNEDY, Manager.

NEW YORK TRADE.

BENEDICT, HALL & CO. BOOTS & SHOES

Nos. 134 AND 136 GRAND STREET, Corner Crosby, NEW YORK.

THOS. M. ARGALL & CO., MANUFACTURERS OF MEN'S & BOYS' CLOTHING 330 BROADWAY, WM. E. COWLES, NEW YORK.

HEMPHILL, HAMLIN & CO., CARPETING, FLOOR OIL CLOTHS, DRUGGETS, MATS, ETC. 342 & 344 BROADWAY, NEW YORK.

A. W. FABER'S STATIONERY ARTICLES & ARTISTS MATERIALS, MAY BE HAD AT Z. C. M. I., Gold Pens and Pencil Cases, Penholders, Rubber Goods, Lead Pencils, Etc.

BRINCKERHOFF, TURNER & CO., 109 Duane Street, New York, Manufacturers of and Dealers in COTTON SAIL DUCK. "Woolwich," "Druid Mills," "Polhemus" and other favorite brands, all numbers—Hard, Medium and Soft.

DUCK FOR OVERALLS, BLUE, BROWN OR IN THE GRAY. COTTON CANVASS of all numbers—14 to 150 inches wide, for Duck—Car—Trunk—and Wagon Covering. Machine Aprons and other purposes, constantly in store and made to order. Agents for "U. S. Bunting Co., U. S. Standard," & "Eagle" by the Case or less quantity.

These Goods can be obtained at Z. C. M. I.

USE CLARK'S TRADE O.N.T. MARK SPOOL COTTON.

GEORGE A. CLARK, SOLE AGENT.

The BEST and MOST POPULAR Sewing Thread of Modern Times.

BEWARE of IMITATIONS.

A COMPLETE ASSORTMENT FOR SALE BY Z. C. M. I., Branches and Dealers Everywhere. d9m

USE THE BEST. HARRISON'S CELEBRATED WRITING INK, FLUID AND MUCILAGE, For Sale by all Stationers.

Special rates Inks in Bulk for Schools and Colleges. HARRISON M'F'G CO., 512 Broadway, NEW YORK.

BEST SIX CORD SPOOL COTTON

FOR SALE AT WHOLESALE BY Z. C. M. I. d w 8m

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SAPONIFIER

Is the "Original" Concentrated Lye and Reliable Family Soap Maker. Directions accompany each can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Can be obtained at Z. C. M. I. and its Branch Stores. PENN'A SALT MANUF'G CO., PHILADELPHIA. 1y

1845 W. P. Wilstach, 1855, W. P. Wilstach & Co 1867, Scott & Day. 1871, Conrad B. Day Co.

CONRAD B. DAY CO., No. 38 North Third Street, Philadelphia, Saddlery Hardware, AND CARRIAGE MATERIALS, Horse Clothing, Lap Robes, Dusters, Fly nets, Nets, Etc.

GILT EDGE ICE CREAM WHOLESALE and RETAIL. PHILADELPHIA COFFEE HOUSE, 55 MAIN STREET, WM. HILL, Proprietor,

PETERSEN, THE BUTCHER, 155 First South St., Second Butcher Shop from the Corner, Never keeps Anything but Tender, Juicy and Fresh Meat which at the cheapest rates All Kinds of Meat in Season.—Give him a trial. Sausages a Specialty. dp

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. 8 Kimball Block, opposite the Continental Hotel, Salt Lake City. Hours from 9 to 12 a.m. and from 2 to 5 p.m. d3m

EVENING NEWS.

Friday, August 13, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

GREAT BRITAIN.

(Special to the News.)

LONDON, 12.—A dispatch from Scutari says: The National Council of the Albanian League has decided to throw off every vestige of Ottoman authority. The population of Scutari are preparing decisive measures against the Turkish authorities. So complete is the Albanian revolt, that Central Albanian cities have refused to take part in the movement against Greece. The Beglas chief at Presrend, who had first abjured their allegiance, were surprised by receiving a gift of $18,000 Turkish money, from His Majesty. The delegate who brought this news, said: "I was informed the commander of Diakova had issued orders to shoot any civilized European who entered that county, and it was the intention to massacre part of the Christian population on this side. The revolt is simply Islam against Ottoman. Its autonomy is the autonomy of Mohammedan fanaticism. Its commander, Ali, of Gussinge, is a Slav. The revolt embraces Netvi Bazar. The plains and mountains swarm with Mohammedan bands marching to their destination, well armed with rifles. Here at Scutari the population is preparing for decisive measures against the Turkish authorities. The Highlanders, led by a Miridite prince have resolved not to move a finger to oppose the transfer of Dulcigno to Montenegro. On my way through the mountains from one Catholic Albanian clan to another, I had assurances from various Highland chiefs that they adhered to the resolution to recognize no head in the Miridite prince. The latter has in his possession a document signed by all the leading chiefs of the Catholic clans of North Albania, declaring themselves his subjects.

The *Times* dispatch, dated from camp at Butkak, August 11th, says: General Stewart affected a withdrawal of all the troops from Cabul to-day in admirable order. Perfect tranquility prevails. There is no sign of disorder in any district of northern Afghanistan. Fews from General Roberts is favorable and the country is quiet and the people friendly.

A Quettah dispatch says: There is fear among military men that dissentions in Ayoob Kahn's camp will cause him to retreat. In such case, we should have before us a long march to Herat. The troops, however, are anxious to retrieve the defeat, and that the march to Herat would be cheerfully undertaken.

The *News'* Pesth dispatch says: A telegram from Scutari reports the Turkish Commissioners there are instructed to inform the Albanians that Ducigno will be ceeded to Montenegro.

The train which met with the accident on the Midland railroad between Leeds and Lancaster, yesterday, was a local fast train running from Leeds to Morecomb. All the persons killed and wounded belonged to that section. The train left the track while passing a switch near Wennington station, at a speed of thirty miles an hour. The former carriages were telescoped and the others were lifted on them in a heap. Serious casulties are confined to the first two carriages. From out of the concealing vapor came shrieks of women, wails of children and yells of men. The people on the first train ran pell mell from the cars or jumped through the windows, and it was some time before they became sufficiently composed to make an earnest effort to rescue the injured and relieve the suffering.

Panama.—A contract has been signed in Guatemala for the extension of the San Jose and Excuintla Railroad to the capital, a distance of 45 miles; the contractors are Wm. Nanne and Louis Schlessinger, who have just successfully completed the section which runs from the principle port of the republic to Excuintla, a distance of 35 miles. The contractors represent a California company and have abundant means to accomplish the contract in 18 months. The Nicaraugua Railway is progressing rapidly, the grading being nearly completed from Corinto to Leon. The bridge and rails are on the ground, and it is certain to be opened for traffic within a few months.

Complications with Guatemala and Honduras on the one side and San Salvador and Costa Rica on the other are threatening to disturb the tranquility of Central America.

Advices from Lima, July 13, state that the enrolling of the population of Lima and Callao, to form an army of reserve, has been finished. At 3 o'clock the cathedral bell was rung, and at once all the business establishments were closed. Railway trains, street cars and nearly all the coaches ceased running, and the whole of the male population, between the ages of 16 and 60, turned out to answer roll call. The foreigners, the old men and women, looked on. The closing of business establishments is to take place every day, to give the different members the necessary time to drill.

The Chilian *Times* of June 19th, says: The Chilian people and press are nearly unanimous in the determination to go on to Lima as soon as possible, and there is some talk of strengthening the army by two additional divisions of 400 men each. It is not yet known what steps the cabinet may take to provide funds for carrying on the war. It is to be feared that the additional issue of paper money will be made. During the last six months government bonds and other securities have been steadily rising.

The French press, except the government organs and a few socialist journals, loudly protest against such high handed attacks on it rights and liberties by the expulsion of Baron Harden Hickey, editor of the *Tribouleet*. The Baron, however, was not a citizen of France and the authorities are strictly within the law.

After the departure of President Grevy from Cherbourg for Paris, the people violently hooted Admiral Ribaurt.

Cork, 12.—A special says: At 1 o'clock this morning a large party left shore in six whale boats and boarded the Norwegian ship *Juna*, repairing at Queenstown, went into her hold and stole three cases of rifles which formed part of her cargo. The robbers cut the telegraph wires leading to Cork.

All the raiders appeared to be armed. A pool of blood was also found on the deck. The captain, mate and revenue officers were shut up in the cabin an hour and a half. They finally forced the door and saw the marauders departing in boats. Six men were arrested who evidently formed part of the shore party. They were found lurking about the road to Cork.

While the ministers were in council to-day the Sultan's secretary brought in an Imperial order from Riza Pasha to proceed to Scutari, instead of the minister of war. He is to start on Friday and carry out the convention of April 18th, which provides for the cession of Tusi, and which caused the uprising in Albania. If he fails in this object he is to endeavor to bring about the cession of Dutirigno. Schim Pasha left for Albania with 2,000 men. Moukhtar Pasha will bring a battalion to Scutari from Salonica and Alim Pasha two battalions from Crete.

The disturbed and unsatisfactory state of Caucasus is seriously occupying the minds of Russia Central authorities. The terrible destitution into which the greater part of the country has been plunged by the acute famine which began last autumn, renders it probable the revenue of these provinces will barely pay the expense of collection. A General outcry has been raised against the maladministration of this naturally rich country.

AN ORDINANCE

IN RELATION TO PIN ALLEYS.

SECTION 1.—*Be it ordained by the City Council of Salt Lake City*, That any person who owns or conducts a Pin Alley or Runway, on which persons are permitted to play, shall first obtain a license therefor, and pay into the City Treasury, quarterly in advance, for one such alley, ten dollars, and for each additional alley five dollars.

SEC. 2.—Licenses under this Ordinance shall be obtained, issued and recorded in the same manner as provided in Chapter Eight of the Revised Ordinances of Salt Lake City.

SEC. 3.—Any person who owns or conducts a pin alley or runway within the limits of said city, without first obtaining a license therefor, as provided for in this Ordinance shall, on conviction, be liable to a fine in any sum not exceeding fifty dollars, or to imprisonment not exceeding fifty days, or both fine and imprisonment.

Passed July 27, 1880.

FERAMORZ LITTLE, Mayor.

JOHN T. CAINE, Recorder.

TERRITORY OF UTAH, Salt Lake City. } ss.

I, John T. Caine, Recorder of Salt Lake City, do hereby certify that the foregoing is a full, true and correct copy of an Ordinance, entitled, "An Ordinance in relation to Pin Alleys," passed by the City Council of said City, the 27th day of July, A.D. 1880, as appears of record in my office.

In testimony whereof, I have hereunto set my hand and affixed the Corporate Seal of Salt Lake City, this 10th day of August, A. D. 1880.

[SEAL] JOHN T. CAINE, Recorder. d3t

TARRANT'S SELTZER APERIENT

CENTURIES OF TRIUMPH

Over Dyspepsia, Liver Disease, Bowel Complaints, and various febrile and nervous disorders have immortalized the Seltzer Spa, and these victories are now repeated throughout the world by Tarrant's Effervescent Seltzer Aperient, containing all the elements and producing all the happy results of the Great German Spring. Thirty to forty doses Sparkling Aperient to each bottle. d eod&w

GILMORE & Co., (ESTABLISHED 1868.) PENSIONS, INCREASE OF PENSIONS, and all other classes of Claims for Soldiers and Soldiers' Heirs, prosecuted. Address with stamp, GILMORE & CO., Washington, D. C. d218 tf

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THE "LITTLE DETECTIVE" A Family Scale for $3.00, Nothing Equal to it sold for less than $8 to $12 WEIGHS FROM 1-4 OZ. TO 25 LBS.

—MADE BY— Chicago SCALE Co. Over 200 Different Varieties manufactured. Equal to the Very Best, and Sold at less than Half Usual Prices. 24oz Wagon Scales, " " $40 24oz " " " 50 6-10z " " " 10 Delivered on Cars at Chicago. Full Price List sent free to any one. Address, Chicago Scale Co., Chicago, Or, Chas. W. Snell, Salt Lake City. deot wlmw 1y

NOTICE

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

In the matter of the Estate of LEVI MURDOCK, deceased.

PURSUANT TO AN ORDER OF SAID Court in said matter, Notice is hereby given, that Monday, the 23rd day of August, A.D. 1880, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed the time and place for the hearing of a petition of John W. Murdock, administrator of said estate, praying for an order of said Court authorizing said administrator to sell all the real estate belonging to said estate, at which time and place all persons interested may appear and oppose said petition.

Given under my hand, this 9th day of August, A.D. 1880.

D. BOCKHOUT, Clerk of Probate Court, Salt Lake County, U. T. 4218 td

NOTICE

TO JAMES A. LEFFLER, L. 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, Ophir 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 hereof, you will become owners in said mining claim, viz., will become owners thereof, under the operation of law.

WM. NAYLOR, GEORGE NAYLOR. Salt Lake City, Utah, May 1, 1880. 3m

HEBER J. HARTLEY DEALER IN WINES, LIQUORS AND CIGARS. CHOICE GROCERIES, FLOUR & FEED. The Traveling Public can get all kinds of ICE COLD DRINKS, at my place. H. J. HARTLEY, JUAN DEATON. d187 3m

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UNLIKE PILLS, And the Usual Purgatives, IS PLEASANT TO TAKE. And will prove at once the most potent and harmless Stomach, Liver and Kidney and Rheumatic Medicine that has yet been brought to public notice. For Constipation, Piles, Biliousness, Sick Headache, Fever and all disorders arising from an obstructed state of the system, it is incomparably the best cathartic extant.

TROPIC-FRUIT LAXATIVE is sold by druggists at 50 cents a box, or mailed on receipt of price, with enclosure to address of the proprietor, Descriptive Book free. Address E. HETHERINGTON, NEW YORK or SAN FRANCISCO.

ELECTRIC BELTS. Hands and a splendid John Bull dollar (genuine) can be procured from the PULVERMACHER GALVANIC CO., Cincinnati, O., New York, N. Y., or San Francisco, Cal. Send for the enclosures and for Free Pamphlet and The Electric Review, containing full particulars.

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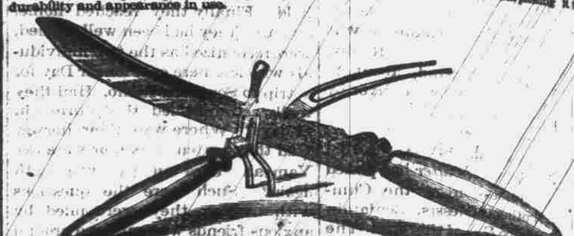

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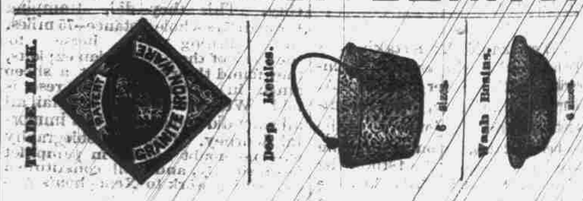

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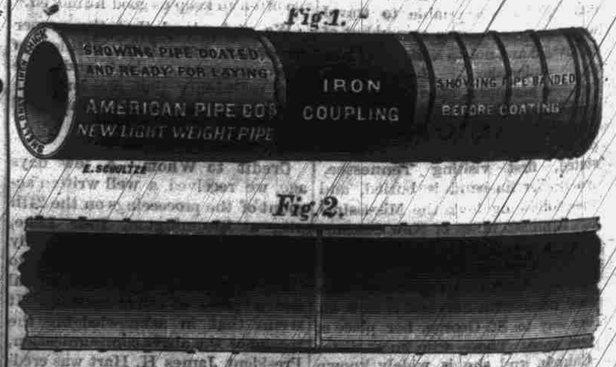

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