ANY 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, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Exira; and Avoca to Earlham. 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 sleepers 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. & Chi. 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 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 M. 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 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 Southerns 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. Jos 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'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 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
*Woods Cross	11 12	7 52	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 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.30 p. m., arriving in Salt Lake City at 6.30 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			
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	80
Germania	7 22	8 10	80
Lovendahls	7 26	8 20	60
Junction	7 37	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 38	1 80
Pleasant Grove	9 06	11 50	1 95
		P. M.	
Provo	9 35	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
Tintic	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	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	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 05	1 50
Payson	2 58	10 25	1 75
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 02	1 05	3 25
American Fork	4 16	1 25	3 50
Lehi	4 46	2 20	4 05
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy	[illegible]	4 45	
Junction	[illegible]	[illegible]	4 75
Lovendahls	[illegible]	[illegible]	4 90
Germania	6 03	5 20	5 00
Morgan	6 07	5 30	5 05
ARRIVE AT			
Salt Lake	[illegible]	6 00	5 40

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.	Fares.
TRAINS LEAVE	A.M.		
Deseret	7 05		
Riverside	7 45	9	
Lemmington	9 15	27	1 00
Mills	10 35	43	2 00
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	
Lemmington	3 35	25	1 00
Riverside	5 05	43	2 00
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

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ONE ROAD, ONE MANAGEMENT!

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Reaches all Points in Pennsylvania and New Jersey.

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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 4.60 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 7.20 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 8.05 a. m; Philadelphia 6.00 a. m; New York 10.35 a. m; Boston 8.50 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 Railroad points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

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

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VOL. 2.

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"Woman's Exponent" Office,

Utah Commission Store,

Dwyer's Book Store,

And the Lion House.

PRICE, $1.20, $1.25 AND $1.50.

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Wholesale Dealers Exclusively in

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d30 6m wf 8m

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Hats, Caps,
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W. & B. DOUGLAS,
Manufacturers of
PUMPS,
Hydraulic Ram, Garden and Fire Engines,
Pump Chain and Fixtures, Iron Cutter, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 85 and 87 John St., New York and 107 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

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PRACTICING PHYSICIAN AND SURGEON.

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

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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 GREENE'S

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

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STONECUTTERS AND BUILDERS

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

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

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Blacksmithing, Wagon Making, and Repairing.

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Carriage Painting and Trimming BY COMPETENT WORKMEN.

HORSE SHOEING:

Special attention given to this branch at the Fort Wayne Shop. We warrant good work. Prices as low as the lowest. Shop on Beall Street, near the Depot.

EVENING NEWS.

Monday, August 2, 1880.

Correspondence.

Trip to Sonora.

SUNSET, Apache Co., Arizona, July 22, 1880.

Editors Deseret News:

I take this opportunity of writing to you a short account of my trip from this place to the southern part of Arizona and the northern part of Sonora. I left Sunset on the 18th of May on my southern mission. I arrived at Mesa City on the 30th, and found the brethren all in good spirits and enjoying much of the Spirit of the Lord. I stayed here till the 5th of June, I then set out on my mission southward. I arrived at Tucson on the 8th and at St. David on the San Pedro River on the 10th. There are 11 families of the Saints settled at St. David, they are presided over by Bro. Philemon Merrill. The Saints in this place are doing all the good they can in fulfilling their mission, and a good spirit prevails in their midst. I stayed with the good Saints of St. David until the 14th. On the 15th I arrived at the San Pedro ranch, seven miles beyond the Mexican line. On the 18th I arrived at Santa Cruz. The people of Sonora as far as I was able to learn, are a little more advanced, so far as education is concerned, than their Mexican brethren in New Mexico.

But in many things they are 200 years behind many other nations. They still plow with the wooden plow, and in many places use the wooden shovel and plant corn with a sharp stick and haul their wheat on a raw hide, which is drawn on the ground by oxen. There are but few wagon roads in Sonora, the most of the travel is done on horses and donkeys or on foot on trails. The people of Sonora are very hospitable and kind to strangers, and would be glad to have some Americans come and settle in Sonora. I returned to Sunset on the 20th of July. I cannot tell of the different kinds of people that I have talked and preached to on this journey, in this short letter; suffice it to say, that since I left Utah on the 24th of February last until my return to Sunset on the 20th of July I have traveled 2,175 miles.

The distance from Snowflake to the little village of San Pedro, seven miles south of the Sonora line, is 315 miles. By way of Camp Apache and Camp Thomas and Camp Grant, there is plenty of grass and water on this route.

Your brother in the gospel,
LLEWELLYN HARRIS.

ROCKFORD, Floyd County, Iowa, July 23rd, 1880.

Editors Deseret News:

Being appointed to fill a mission in the United States, by the last annual conference, I started on the 18th of April for my field of labor, Iowa. I of course traveled with the company of Elders who left Utah on the above mentioned date for their several places of appointment. On arriving at Council Bluffs, Elders Mortensen, Jensen, Palmer and myself bid adieu to those going further east, and took up our abode in Council Bluffs until morning. The next day we continued our journey, Bros. Mortensen and Jensen going to Minnesota, Elder Palmer and I going to Steam City, arriving at that place, we were well received by Brother S. O. Gibbs and family, with whom we abode during our stay.

It was the desire of the brethren that we should, if possible, make an opening in that place, and to this end we labored most diligently. Bro. Gibbs hired a hall in the central portion of the city, and we preached 15 public discourses, giving notice of our meetings in the papers. We also had hand bills printed and circulated the same in every part of the place, so that all must have known of our meetings. But few came to hear us, however, and but little interest was manifest. We therefore closed our meetings, published a warning to the people, and prepared to depart. Before going, however, we had the pleasure of baptizing Mr. and Mrs. Oliver, also two members of the family of Brother Gibbs.

Our next place of destination was Belwood, Wright County, Iowa. Here Elder Palmer had relatives who received us kindly. We preached next Sunday to a large and interested audience.

Monday, May the 10th, Brother Palmer left me and started for Michigan, that being the state to which he was sent. After his departure I continued preaching in Wright County for about three weeks, and then went to Franklin County, where I continued traveling from place to place and preaching where ever and when ever I could get opportunity. I have also traveled and held many meetings in Cerro Gordo, Floyd and Butler Counties. In all these places there has been good opportunity for preaching, and on the whole we could not complain of the treatment received, nevertheless considerable opposition has been manifest, and persecution threatened; but all this has a tendency to encourage one, as we know that when the powers of darkness are uneasy, and begin to complain, there is good being done; and quite a large number in the district I have mentioned are very much interested, believing the Gospel of Christ, and who will, I think, yet join the Church.

On the 9th of this month I was joined by Elder Jensen, who was sent to Minnesota, but as there are five or six Elders in that State, and I was laboring alone in this, Elder Palmer, before leaving me, addressed a letter to the brethren, advising Brother Jensen to come and labor with me, and as soon as he could he did so.

Bro. Jensen reports the work in Minnesota as being very prosperous, seven baptisms having occurred since his arrival there, the organization of a Sunday School, and says prospects are favorable for more baptisms. Since we have been together, we have held several meetings, and enjoy a goodly portion of the Spirit of God, and although it is now a very busy time of the year, our meetings have been very well attended.

We are both young and depend upon the Spirit of God for wisdom, in order that we may be qualified to discharge the duties that are upon us.

With sincere prayers for the welfare of Zion,

We remain,
Yours in the Gospel of peace,
B. H. ROBERTS,
H. JENSEN.

CASSIA CREEK, Cassia Co., Idaho, July 25th, 1880.

Editors Deseret News:

I thought a few lines from this part of the Lord's vineyard would not be disinteresting to many readers.

This is a small valley covered with luxuriant grasses with a rich and fertile soil occupied by about 30 families who are farming and raising stock for a livelihood. They are a peaceable and industrious lot of people, about half of them are Latter-day Saints, but we have no Ward or any organization yet but it is hoped that the authorities of Bear Lake Stake will favor us with one the present summer. Still we hold meetings on Sunday afternoon and Sunday school in the forenoon. Brother James Cole is presiding priest and Bro. Reuben Beecher is superintendent, with an able staff of teachers who are trying to instill the principles of the gospel into the minds of young and old, and I believe their labors will be crowned with success.

We had a good time here yesterday, the 24th, in celebrating that day, it is the custom amid the Saints. Some good man or men with capital could find a good investment here in a grist and saw mill as there is plenty of water power and timber, and a great deal of grain being raised here and in the surrounding country. The crops here are splendid this season, notwithstanding the unfavorable spring. I will close for this time praying for the ultimate triumph of the kingdom of God on the earth.

I remain your co-laborer in the great latter-day work. O. J.

The Destructive Storm.

SANTAQUIN, Utah County, July 29th, 1880.

Editors Deseret News:

On Tuesday afternoon, the 27th inst., Santaquin and Spring Lake Wards and vicinity were visited by a most terrific and destructive hail, rain and wind storm. Old settlers say it was the most destructive in its course of any storm they ever witnessed in Utah. It arose in the west, taking its appearance by a dark, heavy cloud, followed by a terrible wind, thunder and lightning. In Santaquin field crops sustained a heavy loss; in the town, hundreds of window lights were broken, gardens were mostly destroyed, orchards ruined, wagon loads of fruit being knocked off, and what was spared on the trees was, in many instances completely bruised and cut to pieces.

In the canyon, the road is entirely washed away; men in the canyon at the time were compelled to leave their animals up there on account of the same. Bridges were lifted from their abutments, and thrown on dry land. Logs from 30 to 40 feet long were seen hurled down the stream endways, pitched out on to points, flats, etc. The volumes were swept away from the mills; in short, the damages were enormous, and it is believed it would take thousands of dollars to repair the same.

On account of the storm, an unusual amount of water came down, which was black as pitch, filling all outlets, ditches, hollows and flooding the streets. In one instance, a log house belonging to Mr. Wm. Ewell, was surrounded with water, and, in order to prevent a complete inundation, the water company was compelled to cut away a portion of one of their main dams. The bridge on the county road adjacent to the R. R. depot was considerably damaged.

On Spring Creek, three miles north of Santaquin, the Holladay farm, consisting of six quarter sections, a great portion of which was seeded with wheat, corn, oats, barley and potatoes, is one complete mass of destruction, everything was cut and torn to pieces, the furious fiend not leaving a vestige of vegetation whatever. It is a settled fact that there will not be a single bushel of any grain harvested from the whole farm. The wheat, barley and oat straw was cut, split and knocked, presenting an appearance as though it had been run through a threshing machine. Stalks of corn as large as a man's arm, were split, stripped, mangled and mashed into bits. The hay crop is estimated to be damaged one-third.

[illegible] F. Johnson & Sons' farm, adjoining the Holladay farm on the southeast, the implacable foe likewise smote with his destructive hand, leaving their farm in a similar condition to the one mentioned before. In the town, the "Spring Lake Gardens," owned by Johnson & Sons, wore a horrible aspect to one who saw it before and after the storm. The gardens wore a flattering prospect in the morning, high anticipations being entertained by the owners that they should receive remuneration for their faithful labor and for means expended in hiring help, procuring seeds, etc., and in the evening the gardens were simply one entire mass of ruins, it being even difficult in some instances to determine what had been growing on the spot. Their orchard being set out with every fruit that will grow in this climate was, after the storm, indeed a lamentable sight. The damages on their gardens and orchards alone are estimated by good judges to be from $3,000 to $5,000.

JOHN D. HOLLADAY.

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 in their halters, which will cure them of that practice.

Workingman's Harness Shop,
72 Second South Street.

NOTICE

TO JAMES A. LETTLER, 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. Lettler, 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 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 the property by due operation of law.

WM. NAYLOR, GEORGE NAYLOR.
Salt Lake City, Utah, [illegible]

DESERET CARRIAGE & WAGON COMPANY

SECOND SOUTH STREET.

One and a half Blocks East of Main Street, Salt Lake City.

BUILD THE SEASONED WOOD

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing in Woodwork, Blacksmithing, Painting and Trimming.

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And will prove to be the most potent and harmless Medical Discovery and Cathartic that has ever been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders resulting from an disordered state of the system, it is incomparably the best curative extant.

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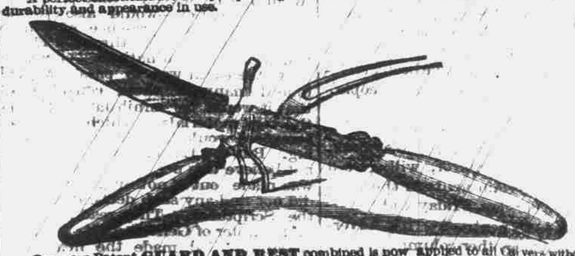

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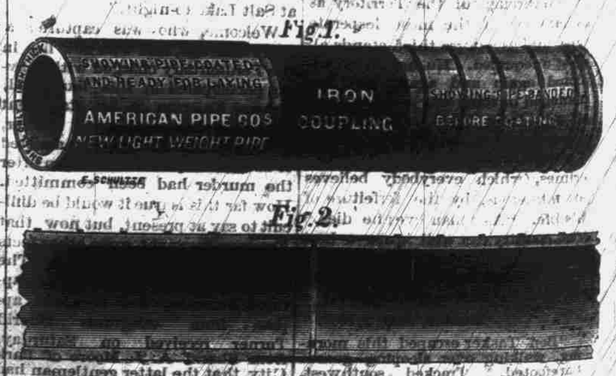

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