## UTAH WESTERN RAILWAY.

**CHANGE OF TIME:**

ON and after August 1st, 1875, and until further notice, the UTAH WESTERN RAILWAY COMPANY will run trains for Passengers and Freight, between Salt Lake City and Halfway House, as follows:

Leave Salt Lake City at 11 a m:
Arrive at Halfway House at 1 p m:
Leave Halfway House at 5 p m:
Arrive at Salt Lake City at 7 p m.

**On WEDNESDAYS & SUNDAYS**

THE STEAMER,

**GENERAL GARFIELD**

will connect with the train from Salt Lake City and make a trip on the Lake, returning in time for the train arriving at Salt Lake City at 7 p.m.

**Fare for the Round Trip,** on Wednesdays and Sundays only, (including steamboat)...$1.50 each.

Tickets must be procured at the Offices of the Company or 25 cents extra will be charged if the fare is collected on the Train.

Stages connect at Halfway House for Tooele, Stockton, Ophir and Dry Canyon.

Special rates given to Excursion Parties and if necessary Special Trains run for their accommodation on application to the General Passenger Agent.

On and after August 1st the regular rates on Ore, Bullion, Coke, Charcoal and Coal will be $2.15 per ton between Salt Lake City and Halfway House in car lots of not less than 12,000 lbs. loaded and unloaded by the Company, and $2.00 per ton when not loaded or unloaded by the Company.

Freight for the West will be received on week days only from 7 a.m. to 10 a.m. and forwarded the same day, while that received from 10 a.m. to 6 p.m. will be forwarded the next day.

For any further information concerning freight, apply to

J. N. PIKE,
Gen'l Freight Agent.
G. W. THATCHER,
Gen'l Passenger Agent.
H. P. KIMBALL,
EN'L SUPERINTENDENT.

d157

## UTAH SOUTHERN RAILROAD

*On and after Feb. 25, 1875.*

**Going South.**

| Name of Station. | No. 1. Passenger. | No. 2. Freight. | No. 5. Freight. | Fare. |
|---|---|---|---|---|
| Trains leave | A.M. | A.M. | P.M. | |
| Salt Lake | 7 00 | 6 10 | 2 30 | .... |
| Little Cottonwood | 7 28 | 6 55 | 3 15 | 50 |
| Junction | 7 48 | 7 30 | 3 50 | 75 |
| Arrive at | | | | |
| Sandy | 7 53 | 7 40 | 4 00 | 1 00 |
| Leave | mxd | | | |
| Sandy | 8 03 | | | .... |
| Draper | 8 18 | | | 1 25 |
| Lehi | 9 08 | | | 1 75 |
| American Fork | 9 20 | | | 1 90 |
| Pleasant Grove | 9 32 | | | 2 00 |
| Provo | 10 15 | | | 2 50 |
| Springville | 10 35 | | | 2 75 |
| Spanish Fork | 10 51 | | | 3 00 |
| Payson | 11 23 | | | 3 50 |
| Santaquin | 11 43 | | | 4 00 |
| Arrive at | M. | | | |
| Terminus | 12 00 | | | 4 00 |

**Going North:**

| Name of Station. | No. 3. Passenger. | No. 4. Passenger. | No. 6. Freight. | Fare. |
|---|---|---|---|---|
| Trains leave | P. M. | A. M. | P. M. | |
| Terminus | 12 20 | | | .... |
| Santaquin | 12 57 | | | 25 |
| Payson | 1 17 | | | 50 |
| Spanish Fork | 1 49 | | | 1 00 |
| Springville | 2 05 | | | 1 25 |
| Provo | 2 25 | | | 1 50 |
| Pleasant Grove | 3 08 | | | 2 00 |
| American Fork | 3 20 | | | 2 10 |
| Lehi | 3 32 | | | 2 25 |
| Draper | 4 22 | | | 2 75 |
| Arrive at | | | | |
| Sandy | 4 37 | | | .... |
| Leave | | | | |
| Sandy | 4 47 | 9 30 | 5 00 | 3 00 |
| Junction | 4 51 | 9 40 | 5 10 | 3 25 |
| Little Cottonw'd | 5 11 | 10 15 | 5 40 | 3 50 |
| Arrive at | | | | |
| Salt Lake | 5 40 | 11 00 | 6 15 | 4 00 |

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

For all information concerning Freight or Passage, apply to

F. LITTLE,
*General Superintendent.*

JAMES SHARP,
*General Freight and Ticket Agent.*

## UTAH NORTHERN RAILROAD.

On and after June 7th, 1875,

**NORTHWARD.**

| Trains leave | No. 1 Passenger. | No. 3 Freight. |
|---|---|---|
| Ogden | 5:45 A.M. | 9 00 A.M. |
| Corinne | 7:50 " | 12:00 M. |
| Logan | 10:15 " | 5:30 P.M. |
| ARRIVE AT | | ARRIVE |
| Franklin | 11:30 " | 7:00 P.M. |

**SOUTHWARD.**

| Trains leave | No. 2 Passenger. | No. 4 Freight. |
|---|---|---|
| Franklin | 12:45 P.M. | 6:00 A.M. |
| Logan | 2:00 " | 9:00 " |
| Corinne | 4:20 " | 1:35 P.M. |
| ARRIVE AT | | ARRIVE |
| Ogden | 6:15 " | 4:45 P.M. |

N.B.—Nos. 1 and 2 will run daily. Nos. 3 and 4 will run between Ogden and Franklin as follows: No. 3 will run northward every Tuesday, Thursday and Saturday. No. 4 will run southward every Monday, Wednesday and Friday.

Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

M. THATCHER, Supt.

CHAS. NIBLEY,
Gen. Freight & Ticket Agt. d141

## UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

**On and after June 20th, 1875.**

| Name of Station. | No. 1. Pass'r. | No. 3. Pas'r. | Fares. |
|---|---|---|---|
| Trains leave Salt Lake. | 7 00 AM | 3 40 PM | |
| *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. Pass'r.* | *No. 4. Pass'r.* | *Fares.* |
| Trains leave Ogden | 9 40 AM | 6.20 PM | |
| 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. and 5:05 p.m.; and Ogden at 8 a.m and 3:30 p.m.

For all information concerning Freight or Passage, apply to

JAS. SHARP,
Gen. Freight and Ticket Agent.
JOHN SHARP,
SUPERINTENDENT.

d11-ly

## BATHS!

**WARM SPRING BATHS.**

*Private and Plunge.*

THESE CELEBRATED BATHS ARE open to the public at all seasons. Their medicinal properties are so widely known that it is needless to enumerate them.

Besides the Private Baths, the large and handsomely furnished **Plunge Baths**, for Ladies and Gentlemen, are now open.

d304 1y

## EAGLE EMPORIUM.

## WM. JENNINGS, SONS & SADLER.

Our Stock is large in the following lines, which we offer at the **Lowest Figures:**

Silks, Satins, Poplins and Velvets,

**CHEAP DRESS GOODS,**

From 15c. per yard.

*AN ENDLESS VARIETY OF*

**NOTIONS,**

HOSIERY, CORSETS, WOOL and LACE SHAWLS, RIBBONS, FLOWERS, LADIES' HATS,

**Ladies' Underwear,**

**GENTS' FURNISHING GOODS.**

J. & P. COATES' "RENOWNED"

BEST SIX-CORD CABLE THREAD,

Soft Finish, for hand or Machine.

**BOOTS AND SHOES.**

Don't forget to try our men's fine Calf Boots. Only **$4.00** per pair.

**KEEP COOL AND BUY YOUR**

**Groceries in our Basement.**

*SUGARS, TEAS, COFFEES, BACON and HAMS, TOBACCO, CIGARS and CANNED GOODS in Endless Variety.*

**CROCKERY, GLASSWARE,**

CLOCKS, HARDWARE, PAINTS, OILS, &c., &c.

In fact, we keep nearly everything you want and our **Prices Defy Competition.**

**CASH paid for DRIED FRUIT.**

**WM. JENNINGS, SONS & SADLER.**

## ANOTHER STRIKE!

**A. HOPPER**

Has Commenced Striking in his Old Shops, known as the

**RAILROAD SHOPS,**

*SECOND SOUTH STREET,*

Where he will be pleased to see his old Friends and Patrons and their Cash.

The Business will be carried on in All Its Branches, and none but Competent Men employed. d218

T. LATIMER, GEO. H. TAYLOR,
GEO. ROMNEY, F. ARMSTRONG.

HAVING REMOVED into our New Building, we are now prepared to furnish everything in our line at the Lowest Rates and with dispatch.

**Lumber, Shingles, SASH & DOORS,**

AND

**Everything in the Building Line.**

—ALL KINDS OF—

**MOULDINGS & FRAMES,**

—A SPECIALTY.—

***We will not be Undersold.***

**SOUTH TEMPLE STREET,**

**Half Block East of Depot.**

**Latimer, Taylor & Co.**

d211 w27

## CAR LOAD

**10 TON**

OF

**MANTELS & GRATES**

HAS ARRIVED AT

**MORRIS & EVANS.**

d24

## WOOL! WOOL!

Wool!

**WANTED,**

**100,000**

**POUNDS OF WOOL**

Of Good Merchantable Quality,

for which

25 CENTS A POUND

Will be Paid,

*One-Third in Money and Two-Thirds in our Factory Cloth on delivery of the Wool.*

Apply to

**JOHN R. HASLAM,**

At President Brigham Young'

## WALKER BROS.

# DRY GOODS IMPORTERS!

## SPECIAL NOTICE!

**Having just received a large line of**

# WHITE GOODS!

**Imported by us Direct from the MANUFACTORIES in EUROPE, we are enabled to offer, at Much Lower Prices than Usual, our Large and Choice Assortment of**

# MUSLINS AND LINENS!

**Embracing Plain and Plaid Organdies, Swiss, French Cambric, Jaconet, Bishops Lawn, Tuck Muslins, Victoria Lawn, Nainsook, Soft Cambric, Tarlatans, Striped Victoria Lawns, Plaid Nainsooks, Check Jaconets, Lace Stripe Lawn, Check and Stripe Nainsooks, Dotted Swiss, Irish Linens, Colored Linens, Colored Linen Lawns, Brown Suiting Linens, Boys' Stripe Linens, Twill Linens, Linen Ducks, Marseilles, Piques and Linen Diapers**

**To make room for our Fall Importations our**

# HOUSEHOLD GOODS!

**have been Reduced in Prices IMMENSELY, they embrace:**

**White and Colored Toilet Quilts, Linen Sheetings and Pillow-casing; Bleached, Brown and Turkey Damasks and Napkins; Bleached, Brown, and Stripe Turkish Towels; Huck and Damask Towels; Nottingham Laces; Nottingham & Tambour Lace Curtains; Piano Covers, and Damask Table Cloths.**

# Carpets! Carpets! Carpets!

**CHOICE GOODS, NEW PATTERNS, AND LOW PRICES.**



## VISIT TO SALT LAKE.

[CONTINUED]

SAN FRANCISCO, Cal., August 8th, 1875.

EFFECT OF RAILROADS.

If the effect of railroads as great civilizers of the age is to be to root out the "peculiar institution" of the Latter-day Saints, then it must be seen in the light of the facts before us that the Mormons have themselves established, as they are still extending, the agency for the extirpation of the element in their religion that we Gentiles do most earnestly object to and denounce as a grievous evil. And this suggests the inquiry whether the forces of our civilization, brought to bear by railroad communication and consequent commercial interchanges, as well as social attrition and Christian example, may not prove far more potent and effective in accomplishing moral, religious and social reform than any attempted enforcement of penal statues against the doctrines and usages of a great community. For one I would apply law with all its stringency for the punishment of conscious, wanton crime. But the evil of a great community, hurtful as it may be, yet still upheld as a religious element under the sanctity of church approval, as with the Mohammedans and Mormons, cannot, in the judgment of many good, sound, and enlightened religionists and statesmen, be crushed out by the pains and penalties of law armed with the hand of violence; while the influence of association, the civilizer of railway communication, and the force of a just social system, under the inspirations of generous charity and the influences of kindly teachings and conscientious example, will steadily and surely work out thorough and radical reform. The Mormons have certainly effected remarkable material results in this valley within a quarter of a century; they have made the very desert to blossom like the rose; they are here in this Territory, 120,000 strong, for most part stalwart, vigorous and very industrious men and women, with a leadership possessed certainly of great practical ability; they are here from nearly all quarters of the globe, settled down in their avocations of industry, and as with other church powers that might be named, yielding reverential obedience to their church as the religious authority that to them is infallible. And their numbers are constantly increasing, increasing by thousands yearly, from immigration. They cannot, whatever Congress may say, be cast into prisons and punished for social derelictions; they are too numerous for that, even were such a policy advisable. * * *

I am firmly persuaded that objectionable and repugnant as one tenet of Mormon doctrine is to us and our civilization, the error, the offense, the crime as we regard it, cannot be wiped out and destroyed by a simple legal crusade; that has been tried and has failed. * * *

I will not longer dwell on this theme. It suggests discussion far beyond the limits of newspaper correspondence, and touches the philosophy of life and the faith underlying religious sentiment and conviction, which the ablest publicists have failed to render entirely clear. But we may be safe in founding actions and determinations upon the golden rule, and bearing "good will to men" rather than hatred and all manner of evil. I have hope for this people, because I have faith in humanity; I have hope for them because they constitute a part of our people, and now that they are no longer isolated, they must come under the influences which mark our common civilization. I have hope for them because of what they have accomplished in a material sense, showing that thought and progress are working revolution here as elsewhere on this great continent. But above all, I have hope for them because I believe them to be earnest and honest in their intentions—I speak of the masses with them as I would of the great body of the people with us who, whether conscious or unconscious of the fact, are under ever increasing educational influences that must bear the fruit of righteousness, in higher and nobler living.

We attended Sabbath services at the great Tabernacle. The audience must have numbered full five thousand people, two-thirds women and children. Elder Taylor, one of the apostolic twelve, preached. He is a man of not a little educational culture, and when aroused speaks with something of the fervor of real eloquence. He dwelt upon the uses of tabernacles, the duty of building temples to the Most High, the achievements of God's elect, the Latter-day saints, in one of the outlying provinces of the Mormon Zion, and the favorable signs and promises for the church there and elsewhere. The choir of 100 sang very well indeed; the great organ, the largest or next to the largest in the country, was admirably played; the opening and closing prayers by two of the apostles were after the manner of prayers generally, with special supplications, however, in behalf of Brigham Young. The ceremony of the Lord's supper was observed, the apostles dividing the labor of breaking bread and distributing it, with water substituted for wine, among the people. * * There is no previous preparation by Mormon preachers—so I am assured; they speak as the spirit moves. A view of the audience presents a motley picture. It is at once seen that the great mass are of very humble life, and inbred to Celtic Scandinavian and English countenances largely prevail. The women, the older portion of them especially, are dressed and bonneted in the queerest styles imaginable—scarcely half a dozen alike—while some of the younger females are gaily rigged out with the prevailing fashions. I should not say from my observation that these people are characterized by a very high order of intelligence, but there was an expression of devoutness, of faith, of solemn reliance upon their religion, a simple, sincere self-dedication to it, even though martyrdom should come, that would be likely to impress any intelligent observer. A great many of the audience, men as well as women, bore the appearance of poor people, overworked and broken down; but then if we should gather into our own churches, a full representation of the working classes, the sons and daughters of toil and the victims of improvidence and poverty as well, I am not sure that this great Mormon audience would compare unfavorably with them in appearance. It is a fact that one half of the world does not know how the other half lives, nor does it know how it would appear in all its protean phases if it could be brought together once for observation. But in this immense tabernacle of the Latter-day Saints, on a Sunday may be seen a fair representation of the Mormon world, from high to low, and a curious and novel sight it is for one who cares to study forms and faces, styles of dress and the manifestations of religious feeling.

[TO BE CONTINUED.]



## TAYLOR & CUTLER,

ARE

**Daily Receiving New Goods!**

They have on hand a large stock of Staple and Fancy

**DRY GOODS, GROCERIES,**

**Boots and Shoes, Hats,**

CLOTHING, CROCKERY,

And nearly Everything Needful for Family Use, and having Bought at Very Low Prices they are giving Customers the Benefit.

They invite their Friends and the Public to Call and See before buying elsewhere.

**Goods Delivered in the City Free of Charge.**

JOHN CUNNINGTON. ALEXANDER ROGERS

## Cunnington & Co.,

ELEPHANT STORE!

WHOLESALE AND RETAIL DEALERS IN STAPLE AND FANCY

**GROCERIES,**

**Provisions & Hardware.**

WE KEEP Constantly on Hand A, Extra C, Cut Loaf, Granulated, Powdered and New Orleans

**SUGARS.**

Gunpowder, Japan, and Choice English Breakfast

**TEAS!**

Mocha, Java, Rio, Costa Rica, and Ground

**COFFEES.**

**All Kinds of Can Goods. Pickles and Sauces.**

HOLLAND HERRINGS, SARDELLS, RUSSIAN CAVIAR.

*ANCHOVY AND SHRIMP PASTE, SWISS CHEESE, ETC., ETC.*

We are now making a Specialty of our

**HARDWARE DEPT.,**

Where Miners, Blacksmiths and Carpenters can buy a complete outfit Cheap and Good

Our stock of **TABLE and POCKET CUTLERY** is the best in the Territory, and we endeavor to satisfy all our customers. Give us a trial.

d157

## THE FAMILY!

Twenty-five years in successful use and still the popular Family Machine! The beauty of its work and wide range of application on all kinds of material, sewing with either cotton, silk or linen thread, and its never getting out of order, have made it the pride and joy of nearly

## ONE MILLION HOMES!

Its claims for simplicity of construction, ease of operation and management, quietness of movement and durability, are beyond controversy. Give it a trial and you will buy no other. Thorough instructions given in its use.

## The No. 7.

This machine is especially designed to fill a want long felt by manufacturers of Clothing, and is constructed upon the same principle as the No. 6. It is capable of higher rate of speed than shuttle machines, is lighter running and can be regulated for work quicker than any machine heretofore used by

## TAILORS.

By a simple change of the presser foot it can be used for all kinds of Family Sewing or Dressmaking. Like the No. 6, it will speak its own language, and we solicit from the TAILORS of Salt Lake an examination of its merits.

## The No. 6.

The attention of Shoemakers, Harness Makers, Glove and Trunk and Travelling-Bag Manufactures, and others requiring a machine for leather work of any description, is respectfully called to this

**NEW**

production of our company. After experimenting for fifteen years to construct a machine upon the rotary hook principle, we offer to mechanics representing the above industries, this recent and improved invention, confident that it possesses qualities long sought for by them. The machine will speak for itself. An examination and trial are all that we ask.

**SOLD**

*On the easiest possible terms*

AT

**97 Kimball Block,**

**SALT LAKE CITY, UTAH.**

**AGENTS WANTED**

THROUGHOUT THE

TERRITORY.

**ARCHIE McGOWN, Manager.**

**WHEELER & WILSON SEWING MACHINES!**

## NEW AMERICAN Sewing Machine.

## ESTEY ORGANS,

**PIANOS,**

AND

**GENERAL MUSICAL MERCHANDISE.**

*DAYNES & SON.*

## U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

| | |
|---|---|
| Daily Express | 8.30 a.m. |
| Mixed | 5.30 p.m. |
| Freight | 10.30 a.m. |

ARRIVE.

| | |
|---|---|
| Daily Express | 5.10 p.m. |
| Mixed | 2.35 p.m. |
| Freight | 6.10 a.m. |

Daily connections meet at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and St. Joe, 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 office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in 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.
T. E. ROBERTS, Chief Eng'r and Supt. d19

T. R. JONES.....President.
JOHN SHARP, Jr.....Vice-President.
J. T. LITTLE.....Treasurer.

## UTAH FORWARDING COMP'Y.

*(Incorporated under the laws of the Territory.)*

Under contract with R. R. Co. and Fast Freight Lines.

WE WILL FORWARD GOODS TO ANY points in Utah and Southern Nevada

*The handling, sampling and shipping of ORE and BULLION a specialty.*

*Rates of freight given and guaranteed to all points East and West.*

*Cash advances made on unperishable articles.*

Office opposite U. C. R. R. Depot, Salt Lake City.

GEO. Y. WALLACE,
d82 SUPT.

## DOORS, WINDOW, BLINDS

Lath, Shingles,

MOULDINGS, ETC., ETC

**SIERRA NEVADA LUMBER ASSOCIATION.**

**WOOD PUMPS**

AND

**Water Pipes.**

Office and Yard, Half Block South of Depot.

S. J. LYNN, Supt.

## THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the

*Shortest, Quickest and Best Route between the*

**PACIFIC & ATLANTIC**

*Via*

*Des Moines, Rock Island and Chicago.*

*The only route carrying the through Overland Mail*, making close and reliable connections at

**CHICAGO**

With trains arriving from the West by Central and Union Pacific Railroads, and at

**OMAHA**

With all Fast Express Trains, East, North and South.

The most elegantly furnished PALACE SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between

*OMAHA AND CHICAGO.*

THROUGH TICKETS to all points East can be obtained at Company's Office, 205 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento.

*Be sure your tickets read VIA ROCK ISLAND.*

A. M. SMITH,
General Passenger Agent, Chicago.
HUGH SWEENY, Gen'l Supt., Chicago.

d1606m

## Through Cars to Washington City

*On and after Nov. 1st, 1873,*

THE

**PITTSBURG, FORT WAYNE AND Pennsylvania Railroad**

Will run the Celebrated

**PULLMAN PALACE CARS**

FROM

**Chicago to Baltimore**

AND

**WASHINGTON CITY,**

*Without Change!*

Leaving Chicago Daily at 5:15 p.m.

This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburg, Philadelphia, New York and Boston, the best markets in the East.

Ask, or Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Office, 43 West Madison St., and at Depot, corner Madison and Canal Streets, Chicago.

F. E. ROSEBRUGH,
Gen'l Pass. and Ticket Agt.

J. R. McCULLOUGH,
General Manager.

W. C. CLELAND,
Ass't Gen'l Pass. Agent.

## Rocky Mountain Pills.

A VALUABLE MEDICINE,

**From New and Rare Medicinal Plants recently discovered in the Rocky Mountains!**

*PURELY VEGETABLE.*

FIFTEEN years of earnest botanical research among these mountains and valleys have resulted in the discovery, not only of many new varieties of plants, but of new medicines, some of which have wonderful medicinal curative properties. By continued experiment their virtues have become known, and thus from extracts of these newly discovered plants are these pills compounded.

If properly used, they will cure very many diseases, pains and aches, and are more especially adapted to DYSPEPSIA, LIVER COMPLAINTS, INDIGESTION, JAUNDICE, and all cases of FEVERS, COLDS, URINARY AND KIDNEY DISEASES, RHEUMATISM, NEURALGIA, STRAITURES, DIARRHŒA, MUMPS, MEASLES, for PURIFYING THE BLOOD, and for many other diseases, and all cases of BILIOUSNESS and DISORDERED STOMACH.

On orders accompanied by the cash or postal order, I will send safely by mail, postpaid, 1 box Pills for 25 cents; 4 dozen boxes, $2.50; 1 gross boxes, $20.00.

J. E. ROBINSON,
d39 St. George, Utah.

## M. D. WELLS & CO.,

*Manufacturers of and*

WHOLESALE DEALERS IN

**BOOTS & SHOES,**

Madison and Market Streets,

**CHICAGO.**

M. D. WELLS, M. J. MACFARLAND,
E. REYNOLDS, S. P. SOINTER.

d195 6m

ESTABLISHED 1850.

## PALMER, FULLER & CO.

*Wholesale Manufacturers of*

**Sash, Doors, Blinds, Moulding, STAIRS, STAIR RAILING, SALOON FITTINGS AND CABINET WORK.**

**Lumber, Lath & Shingles.**

Having doubled our capacity by building out two worlds, we have constantly on hand the largest stock of Goods in the line of Building Material there is in the Chicago market.

Our Estimates Free. Large and Moulding Book sent on Application.

Corner West Side and Union Sts.

d140 1y Chicago, Ill.