A MAN

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

CHICAGO, ROCK ISLAND & PACIFIC R. R.

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

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, 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 Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.
At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.
At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.
At LA SALLE, with Ill. Cent. R. R.
At PEORIA, with 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. R. in Neb.
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with H. St. J. R. R.
At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.
At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.
At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Tkt. and Pass'gr 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.............................6.40 p.m.
Freight...........................2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCormick & 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 05	60
Centreville	7 33	4 16	75
Farmington	7 50	4 31	1 00
Kaysville	8 12	4 52	1 32
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	1.32
Centreville	11 04	7 44	1.50
*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 11.50 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 4.30 p m., arriving in Salt Lake City a. 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	A. M.	A. M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 [illegible]	9 50	
Draper	8 07	10 [illegible]	1 00
Lehi	8 44	11 20	1 35
American Fork	8 56	11 35	1 [illegible]
Pleasant Grove	9 08	11 50	1 [illegible]
Provo	9 37	12 45	2 00
Springville	9 [illegible]	1 10	2 [illegible]
Spanish Fork	10 08	1 35	2 [illegible]
Payson	10 [illegible]	2 [illegible]	3 [illegible]
Santaquin	10 50	2 40	3 75
[illegible]	11 [illegible]	3 40	4 [illegible]
Nephi	11 [illegible]	4 [illegible]	4 [illegible]
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE			
Juab	[illegible]	[illegible]	
Nephi	[illegible]	[illegible]	75
Mona	[illegible]	[illegible]	1 15
Santaquin	[illegible]	[illegible]	1 75
Payson	[illegible]	[illegible]	2 00
Spanish Fork	[illegible]	[illegible]	2 50
Springville	3 34	12 [illegible]	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	[illegible]	3 [illegible]
American Fork	4 [illegible]	[illegible]	3 [illegible]
Lehi	4 [illegible]	[illegible]	3 [illegible]
Draper	5 [illegible]	[illegible]	4 [illegible]
ARRIVE AT			
Sandy	5 40	3 40	4 [illegible]
LEAVE			
Sandy	[illegible]	[illegible]	
Junction	[illegible]	[illegible]	
Lovendahls	[illegible]	[illegible]	
Germania	[illegible]	[illegible]	
Morgan	[illegible]	[illegible]	
ARRIVE AT			
Salt Lake	[illegible]	[illegible]	

Nos. 1 and 2 will be run daily. [illegible]

JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A. M.		
Deseret	7 00		
Riverside	7 45	[illegible]	
Lemmington	9 15	[illegible]	1 [illegible]
Mills	10 35	43	2 [illegible]
ARRIVE AT			
Juab	11 20	58	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	[illegible]	
Lemmington	3 35	[illegible]	1 [illegible]
Riverside	5 05	43	2 [illegible]
ARRIVE AT			
Deseret	5 50	58	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!!!

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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

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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 4.00 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 2.30 p. m; Harrisburg 3.5[illegible] 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 FORT WAYNE and PENNSYLVANIA LINE.

F. R. 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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Leggett & Myers Tobacco Co.,

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STAR RANGER, COMMERCE, CLIPPER, AMBER, AND OTHER BRANDS OF

TOBACCO.

On sale by Z.C.M.I. and Branch Stores. dly

L. M. RUMSEY & CO.,

Manufacturers and Jobbers of

PUMPS AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Gas Pipe; Plumbers' and Steam Fitters' Brass Goods, Belting, Hose and Packing,

AGRICULTURAL IMPLEMENTS,

Fence Wire, Barbed Wire, Fencing, Etc., Etc.

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OILS, PAINTS, NAVAL STORES, HEAVY DRUGS AND WINDOW GLASS.

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For sale by Z. C. M. I. and all its Branch Stores. d6m

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WIND MILLS!

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W. H. GREGG, Prest. F. W. ROCKWELL, Sec.

SOUTHERN COMPANY
TRADE MARK WARRANTED
STRICTLY PURE WHITE LEAD
PURE LINSEED OIL
ST. LOUIS.

Every Package of this Company's Brand of

STRICTLY PURE WHITE LEAD,

Bears the Company's guarantee of its Absolute Purity.

THE SOUTHERN WHITE LEAD

Is manufactured entirely from the Best Refined Pig Leads, and is ground in pure Linseed Oil, and as the name of the Company is placed only upon

STRICTLY PURE,

Parties buying White Lead branded "Southern Company," are absolutely sure of obtaining a Perfectly Pure Article.

—FOR SALE BY—

DEALERS GENERALLY. d6m

GRAND CHARTER OAK STOVES AND RANGES

THE BEST

—IS—

Always Cheapest!

MADE ONLY BY

EXCELSIOR M'F'G CO.,

ST. LOUIS,

DEALERS IN

STOVES

METALS, STAMPED WARE,

TINNERS' STOCK & TOOLS

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Sole Agents in SALT LAKE CITY. d9m

WATCHES AND JEWELRY,

ELEGANT and NEW!

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Ladies' Cameo and Amethyst Sets, Black and Roman Ear-rings, Tie-pins, Necklaces, Lockets, Finger-rings, Studs, Buttons Etc., Etc.

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REPAIRING Promptly Executed.

Articles and Workmanship Guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN.

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 amounts 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 ours by the operation of law.

WM. NAYLOR,
GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1880. 3m

EVENING NEWS.

Thursday, July 22, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 21.—The *Times*, in an editorial on the failure of the Porte to make the concessions agreed upon to Montenegro, says: "We have reason to believe that the Austrian ambassador at Constantinople has been instructed to inform the Porte that Austria is determined that the decisions of the Conference in respect to the Greek frontier and the stipulations of the treaty of Berlin with respect to Montenegro be executed in their entirety. At the same time the ambassador will intimate that Austria considers it indispensible that the provisions of the treaty be filled on both sides, and that his government will urge upon those concerned the obligation of keeping promises exacted for the security of Turkish interests. In this policy, Germany is in close accord with Austria, but their accord is to strengthen, not to weaken, European concert. Austria and Germany are convinced that the time has now come when in view of the disturbances in the East, it becomes their duty as signatories of the treaty of Berlin, to demand that all engagements of that instrument shall be carried into effect."

Among those who go to New York to attend the marriage of Hon. G. Cavendish Bentick with Miss Bessie Livingstone, are the Earl of Dunmore, Earl Durrover, Viscount Dalrymple, Lord A. Paget, Sir Tatten Sykes and Lady Sykes.

It is estimated that the Bank of France will raise the rate of discount to prevent the export of gold.

Madrid dispatches report that earthquake shocks in the Island of Luzon lasted from the 13th to the 20th inst., the first and last being the most severe. The Cathedral and barracks at Manila have fallen and the troops are encamped outside of the city. Eleven natives were killed and sixty-one injured—no Europeans hurt. The inhabitants of Manila have fled to the fields. The earth has opened in several places, and jets of boiling water and showers of ashes are ejected. Some public buildings at Laguna and Rabacan have been demolished. All the volcanoes of Luzon are in full activity.

The Czar declined to receive the Marquis Tseng, Chinese Ambassador, declaring that in view of the China rejection of the former treaty of St. Petersburg, there is no longer a place for a solution of the Kuldja difficulty.

Relations between France anp America will be resumed in October.

King Humbert, of Italy signed the decree whereby the abolition of the grist tax becomes law. The king has gone to Castellamare to inspect the monster ironclad *Italia*, which, with the *Lafayette*, is now building there. These vessels will be much longer and stronger than the *Duilio* and *Dandolo*. The heat in Rome is intense. The thermometer is 95° in the new piazza, and 98° in the neighborhood of the Piazza De Spagua.

The French ministry of finance has published a list of remissions of taxation since 1872, showing a reduction of 307,000,000 francs in all, more than half of which was taken off in '79. If the reduction continues at this year's rate the remaining 518,000,000 francs of increase of taxation entailed for the year will be cleared off in three years.

Correspondence.

The Colorado Settlements.

MANASSA, Conejos Co., Colorado, July 15, 1880.

Editors Deseret News:

Two weeks ago Prest. Silas S. Smith, Elders James Lewis and Platt D. A. Lyman came in from the San Juan country to pay us a visit. Since their arrival they have been busily engaged visiting among and meeting with the people, giving such counsel as our needs and circumstances suggested, and the Saints feel much encouraged by their presence. Some of the scattered Saints have also been visited and cheered up in their labors. The brethren have called upon and had pleasant visits with some of the prominent citizens of the county, including some of the well-to-do Mexicans, who appear to be very friendly towards our people.

The local authorities have also been conferred with in matters relating to the land we are located upon, which, although not in the most satisfactory shape, we have every assurance we shall obtain without much trouble, as soon as the time comes for them to be disposed of by the State.

One of the best grist mills in the valley has been purchased by some of our people, and we have prospects of obtaining good flour without having to pay such speculative prices as heretofore. The mill is situated on the Rio Culebra, near the county seat of Costilla county, and about 25 miles east of this settlement, in the midst of a good wheat producing country, most of which is now occupied, principally by Mexicans.

On Tuesday, the 13th inst., the brethren made a trip to the west side of this valley, to prospect for a suitable place to locate a settlement for our people. A situation was found on the Alamosa River, near the mouth of the cañon, presenting some advantages and some disadvantages, which latter can be overcome in time by hard labor and perseverance.

This is unmistakably a volcanic country, rocks of volcanic origin are strewn for miles in many parts of the valley. Some of the land here is of good quality, while in places it is very rocky and barren. Alkali exists also to a limited extent in some of the lowlands. As in Utah, the best land here requires a great deal of toil to make it fruitful and productive.

The people here are feeling pretty good spiritually, and are at present enjoying good health. Our crops are in fair condition, although very backward. We have had abundance of water this season, but no rain for nearly two months. Other parts of the valley have had copious showers. To-day we are having a little rain.

Your readers have heard through your democratic correspondent of Conejos, that our people here were likely to have their hands full of politics, inclining to the democratic party as the most friendly to our cause. As Latter-day Saints we have not learned that either political party at large have ever been particularly kind or friendly towards us whenever they have had opportunity to do us injury. The wisest and safest course, and the one we purpose pursuing, is to dabble as little as possible in politics; we will bind ourselves to no party faction, but will exercise all our constitutional rights and vote for the best men and the most liberal measures, rather than for parties.

Owing to matters pertaining to the organization of San Juan County, and the locating of the Saints on the river, the brethren are obliged to leave us to-morrow and return to their camp, about 300 miles away.

We have a good Sunday School in successful operation here, and much interest is taken in it by the people of the ward.

Our brethren are making good wages in the tie camps and on the road. A few of our people have come up from the San Juan to earn a few supplies, and more are expected soon.

Yours, etc.,
JOS. HYRUM PARRY.

JUAB STAKE CONFERENCE.

The Quarterly Conference of the Juab County Stake of Zion opened on Saturday morning, July 17th, A. D., 1880, at 10 o'clock.

Present on the stand: Apostle Erastus Snow, George Teasdale, President of the Stake; Joel Grover, First Counselor; Jacob G. Bigler, Sen, Patriarch; members of the High Council and bishops of the various wards.

The morning was mostly occupied by the bishops, presidents of quorums and societies and Sunday school superintendents, in giving in their reports.

From the reports made this Stake appears to be in a flourishing condition, the meetings and Sunday schools being well attended, and the Saints generally feeling well.

In the afternoon and during the remainder of the conference we were favored with the presence of Apostle Joseph F. Smith and Bishop John Henry Smith, of your city.

Bros. Erastus Snow, Joseph F. Smith and John Henry Smith occupied the most of the time during the conference, which lasted until Sunday evening. Much good instruction was given upon various subjects, all tending to unite the Saints and to build them up in their most holy faith.

Before the close of the conference on Sunday afternoon, a resolution was unanimously made by the assembly, a clear vote being given, to sustain the Presidency of the Stake, the Patriarch, the High Council, the Bishops and their Counselors, and the Presidency of the High Priests' Quorum as a council or committee to do business for the Saints of this Stake of Zion, pertaining to their spiritual and temporal welfare.

All felt well at the close of our conference and much good has been done.

Yours respectfully,
WM. A. B. BRYAN, Clerk.

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One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

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Repairing in Woodwork.

Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED

PRICES REASONABLE.

J. WALKER, - Manager

ARRIVALS AND DEPARTURES OF MAILS.

ARRIVALS.

East—Through mail daily.......... 8 40 p.m.
Alta, daily.......... 5 50 p.m
Parley's Park, Big Cottonwood, and Wanship, Tuesdays, Thursdays and Saturdays.......... 5 00 p.m
Park City, daily except Sunday.......... 5.00 p.m
Summit and Wasatch counties, Tuesdays and Thursdays.......... 8 40 p.m.
[Ri]ch county, Tuesday Thursday and Saturday 8 40 p.m.
[M]organ county, daily.......... 8 40 p.m.
North—Davis county, daily.......... 11 40 a.m.
Weber county, daily.......... 8 40 p.m
Ogden, semi-daily, 11 40 a.m. and.......... 8 40 p.m.
Cache and Box Elder counties, daily.......... 8 40 p.m.
Corinne and Kelton, daily.......... 11 40 a.m
Idaho and Montana, daily, 8 40 p.m
Boise City and Idaho City, daily.......... 11 40 a.m
West—Nevada, California, Oregon, etc.......... 11 40 a.m
Ophir, Tooele, Stockton, Jacob City, &c.......... 2 20 p.m.
Bingham Canyon, daily.......... 6 30 p.m.
South—From Beaver and intermediate points, daily.......... 5 50 p.m.
Pioche, Star and San Francisco districts, daily.......... 5 50 p.m.
St. George and points south of Beaver, alternate days 5 50 p.m
Sanpete and Sevier counties, daily, except Monday.......... 5 50 p.m.
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays.......... 5 50 p.m.

DEPARTURES.

East.—Through mail, daily.......... 6 30 a.m.
Alta, daily.......... 6 30 a.m.
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays.......... 7 00 a.m.
Park City, daily, except Sunday.......... 7 00 a.m.
Summit and Wasatch counties, Mondays and Fridays 6 30 a.m.
Rich county, Mondays, Wednesdays and Fridays.......... 6 30 a.m.
Morgan county, daily.......... 6 30 a.m.
North.—Davis county, daily.......... 6 30 a.m.
Weber county, daily.......... 6 30 a.m.
Ogden, semi-daily 3 30 p.m. & 6 30 a.m.
Cache and Box Elder counties, daily.......... 6 30 a.m
Corinne and Kelton, daily.......... 6 30 a.m
Idaho and Montana, daily.......... 6 30 a.m
Boise City and Idaho City, daily.......... 3 30 p.m
West.—Nevada, California, Oregon, etc., daily.......... 3 30 p.m
Ophir, Tooele, Stockton, Jacob City, etc., daily.......... 6 30 a.m
Bingham Canyon, daily.......... 3 30 a.m
South.—Beaver and intermediate points, daily.......... 6 30 a.m
Pioche, Star and San Francisco districts, daily.......... 6 30 a.m
St. George and points south of Beaver on alternate days.......... 6 30 a.m
Sanpete and Sevier counties, daily, except Saturdays.......... 6 30 a.m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays.......... 6 30 a.m.

OFFICE HOURS.

General Delivery open from 8 a.m. to 8 p.m. Sunday—12.30 to 1.30 p.m.

Money Order and Register Department, from 9 a.m. to 5 p.m.

Outside door open from 8 a.m. to 10 p.m.

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UNLIKE PILLS,

And the Usual Purgatives,

IS PLEASANT TO TAKE,

And will prove at once the most potent and harmless System Renovator and Cleanser that has yet been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders arising from an obstructed state of the system, it is incomparably the best curative.

TROPIC FRUIT LAXATIVE is sold by druggists at 60 cents a box, or mailed on receipt of price (in currency or stamps) by the proprietor. Descriptive Book free. Address

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Bands and Appliances (the only genuine) can be procured from the PULVERMACHER GALVANIC CO., Cincinnati, O., New York, N.Y., or San Francisco, Cal.

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Has stood the test of FORTY YEARS' trial.

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FISHING TACKLE

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ALSO DEALER IN

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Manufacturer and Dealer in

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Wagons, Cedar Posts, Charcoal, Hematite Iron and General Merchandise, Etc., Etc.

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PLUMBER, TINNER,

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On Short Notice, at

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55 Cents per Dozen,

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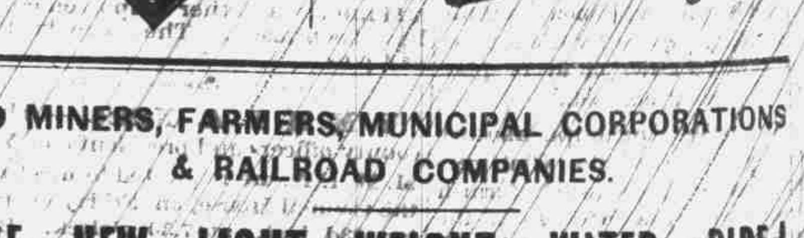

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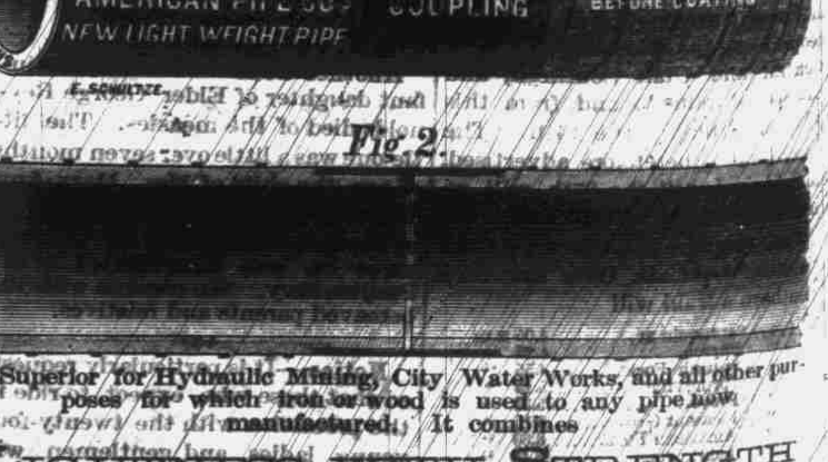

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