THE

DESERET NEWS

DAVID O. CALDER,

Editor and Publisher.

PIONEER PAPER

Of the Rocky Mountain Country,

AND THE PAPER OF THE PEOPLE.

PRICES GREATLY REDUCED

THE LARGEST CIRCULATION

OF ANY PAPER IN THE TERRITORY.

THE

DESERET NEWS

WEEKLY

Established June 15th, 1850,

Published Every Wednesday,

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EIGHTY COLUMNS

Or Closely Printed Reading Matter

Contains a Summary of the News of the Week, Telegraphic, Agricultural, Home and Foreign Correspondence, Miscellaneous, Domestic and Foreign News, Editorial Articles on Current Events, and

Sermons of the First Presidency

AND THE TWELVE APOSTLES.

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Contains Telegraphic Reports, Home and Foreign Correspondence, Agricultural, Domestic and Foreign News, Editorial Articles on Current Events.

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THE DESERET

Evening News,

PUBLISHED EVERY EVENING

Except Sunday.

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Size of Sheet, 26 by 38 Inches.

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Has the Largest Circulation in this city, the surrounding counties and throughout the Territory, of any Daily Paper. Its columns contain full Telegraphic Reports, interesting and trustworthy Local Items, Home and Foreign Correspondence, Educational, Agricultural, Railway, Domestic and Foreign News, Editorial Articles and Current Events, and once a week

Sermons of the First Presidency

☞ *As an Advertising Medium it offers Superior Advantages and Circulation foremost among the Newspapers of the West.*

RAILROADS.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After June 20th, 1875.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
Wood's Cross	7 23	4 06	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 37
Arrive at			
Ogden	9 00	5 40	2 0

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
Centerville	11 06	7 44	1 60
*Wood's Cross	11 13	7 55	1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS

Will Run Daily.

(*Sunday's excepted,*)

Leaving Salt Lake City at 8:40 a.m. and 5:05 p.m.; and Ogden at 5 a.m. and 3:30 p.m.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, Jr.,
General Freight and Ticket Agent.

JOHN SHARP,
Superintendent.

UTAH SOUTHERN RAILROAD

On and after Dec. 13th, 1876.

Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	No. 5 Freight.	Fare.
Trains leave	A. M.	A. M.	P. M.	
Salt Lake	7 00	6 13	2 00	
Little Cottonwood	7 28	6 45	2 28	50
Junction	7 48	7 15	2 55	75
Arrive at				
Sandy	7 58	7 25	3 15	1 00
Leave	mixed			
Sandy	8 03			
Draper	8 18			1 25
Lehi	9 08			1 75
American Fork	9 29			1 90
Pleasant Grove	9 42			2 00
Provo	10 15			2 56
Springville	10 35			2 75
Spanish Fork	10 51			3 40
Payson	11 20			3 80
Santaquin	11 35			4 00
Arrive at	M.			
Terminus	12 00			4 0

Going North.

	No. 2 Passenger.	No. 4 Freight.	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 08			1 25
Provo	2 25			1 50
Pleasant Grove	2 38			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	4 12			2 75
Arrive at				
Sandy	4 37			
Leave				
Sandy	4 47	9 15	5 00	3 00
Junction	4 51	9 25	5 10	3 25
Little Cottonwood	5 11	9 55	5 40	3 50
Arrive at				
Salt Lake	5 40	10 30	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

JOHN SHARP,
General Superintendent.

JOHN SHARP, Jr.,
General Freight and Ticket Agent.

UTAH NORTHERN RAILROAD

ON AND AFTER

APRIL 1st, 1877.

Trains will run as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:30 a. m.
" Brigham	11:20 a. m.
" Logan	3:10 p. m.
Arrive at Franklin	4:35 p. m.

SOUTHWARD.

	No. 2.
Leave Franklin	8:10 a. m.
" Logan	10:05 a. m.
" Brigham	1:30 p. m.
Arrive at Ogden	3:15 p.m.

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

C. F. Thatcher, Supt.

LAWS

CONCERNING

PRE-EMPTIONS,

Homesteads,

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PRICE FIFTEEN CENTS.

Two Copies 25 Cents.

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CONCERNING

Naturalization, Citizenship, Elections,

Supervisors of Elections,

AND

United States Marshals at Elections,

IN PAMPHLET FORM.

Price Fifteen Cents,

Two Copies 25 Cents,

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EVENING NEWS

Saturday, . . May 12, 1877.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

Last Night's Dispatches.

EASTERN.

Another Terrible Calamity--Fall of a Building---Workmen Buried in Ruins.

CHICAGO, 11.—A *Tribune* special from Rockford, Ills., says a pall has fallen over what this morning was a happy community. The Winnebago County Court House, which, this morning, when our citizens commenced the day's labor, was the pride of their hearts, is now a desolate ruin, a monument of criminal incompetency. Some families which bade adieu to their loved this morning, received their corpses tonight, disfigured by the ruins from which they were drawn piecemeal. The building was not yet under roof and the massive stone cornice which preceded the roof was, today, being put on. Just as the keystone was being placed in the dome of the main pavilion, the brickwork between the iron and stone gave way, and the entire dome and the interior walls of the structure came tumbling down with a terrible crash that was heard nearly a mile away.

A brief description of the structure will aid in understanding the accident. The style of the building is French Venetian, of the renaissance, designed by Henry S. Gay, of Chicago. The contract for building was let to W. D. Richardson of Springfield, who, in the spring of 1876, began the work. It was two pavillions and a centre dome over the front entrance. The two pavillions on each side rise about thirty feet above the level of the cornice. The dome is 119 feet from the ground and supported by the front walls. On the north side of these are columns from ten to twelve inches in diameter. On the inner side these columns rest upon a brick wall, going up from the ground floor to the floor of the court room. The walls were about thirty feet high, and it appears were entirely inadequate to hold the immense weight of the iron pillars and the massive masonry of the dome, which rested upon the pillars. Upon the top of the iron columns was a wrought iron girder, upon which was laid the veneer and brick of the dome. It appears that the lower brick walls were crushed by the weight of the upper masonry and crumbled like so much rotten mortar, bringing with it the entire interior of the building, taking all the rafters. The corrugated iron ceiling of every room, with its concrete filling, the iron joists and the scaffolding, came down in one terrific mass, and with it nearly all the workmen who were operating upon the top of the building at the time of the accident. There were from twenty to twenty-five men at work.

The accident happened at exactly 11.30 a. m., and the whole massive stone top of the dome fell with a terrific crash towards State Street.

A man named Timothy Flanagan, who was just putting in the keystone of the final cornice, jumped for the guy rope of the big derrick in front, but missing his aim, fell a distance of 120 feet, to the earth and was dashed to pieces. At this time but few persons were upon the scene. The mass of human beings, with the exception of four or five who jumped from the windows, fell inside the tottering walls and were buried in the debris.

The whole structure looked as though it would fall, and those assembled were appalled and knew not what to do. To go near enough the structure to rescue those who were mangled and bleeding in the ruins, was hazardous in the extreme, but brave men went fearlessly to work, and before the dust cleared away commenced to extricate the dead and dying. Indescribable horrors ensued. Men lay terribly mutilated beneath these blocks, shrieking for assistance, that was only rendered at the risk of the bystanders' lives. One unfortunate man, named William Gloss, was extricated, but one of his legs was left beneath a ponderous stone. He soon expired in great agony as he lay upon the green sward in front of the court house.

A negro jumped from a window, sixty feet from the ground, and, though badly injured, will probably recover.

Within ten minutes after the disaster no less than four bodies were recovered by the almost superhuman efforts of the immense crowd that quickly gathered.

The city surgeons were promptly on hand rendering great aid to the wounded, who were carried on stretchers to the nearest hotels.

A Swede, named Andrew Bildahl, had his head split open, and the wound was closed and the victim taken home and may live.

The anguish of the living was heartrendering. The workmen's wives and mothers were soon on the spot. The air was filled with sobs, wailing and moaning, and the looker-on was sickened by the sight on every hand.

Hollenbeck, whose body is in the ruins, leaves a wife and four children, who depend on him for support.

W. D. Richardson, contractor, and F. E. Latham, superintendent, had a narrow and thrilling escape. They were both on the top of the dome of the building before it fell, and were talking of the probability of it falling, when they heard a crash, and rushed at once for the west wall, where they stood when the dome went down. Had they been a moment later, both must have perished. When the dust cleared away both were standing on the wall. A cry of fire was raised, but no fire broke out.

At 5.30 p. m. the excavators have just taken out the dead body of Warren, the negro before mentioned. It is terribly mutilated.

The old Court House is turned into a morgue, and sad scenes are constantly occurring there. Relations and friends stand weeping over the bodies of their dear ones, and children look mournfully at what they formerly knew as their fathers.

A coroner's jury of respected citizens has been called. They meet to-morrow at nine a. m., and will make a thorough investigation.

Clergymen have arranged for a union meeting on Sunday evening to hold memorial services. A subscription for the relief of the families of the dead will be started. It is believed that at least ten or twelve lives have been lost, and that about fourteen persons are more or less injured.

The loss to the building will be about $85,000. The entire front must come down to the frieze, and the plans will probably be changed. Captain Latham lays the blame on architect Gay, whose instructions were followed out implicitly. Richardson will not talk about the matter. The papers tonight place the blame upon different shoulders.

The digging for the missing is still going on.

Custom House Investigation.

NEW YORK, 11.—In the Custom House investigation the Committee, to-day, received a letter from a naval officer, in [illegible], written at the request of John Jay, which was read. It [illegible] that the sub-divisions in the [illegible] House, which are most liable to violate the law, accept gratuities and conspire in frauds, are the entry, liquidating and warehouse clerks. They are liable to these improprieties because rivals in business seek to control these clerks by bribery under the name of gratuities. The clerks are but human, and where there is a coincidence of temptation, frailty, and an opportunity, there can naturally be but one result. There is a difficulty in suggesting an adequate remedy for such abuses, since they originate with those over whom there is no official control. The Revised Statutes provide a penalty if they could be detected. A careful selection is recommended, good moral character, official supervision, which would reduce the temptation, and a vigorous punishment of the impropriety.

Surveyor Benedict testified that the number of night watchmen had been reduced, but subsequently of necessity restored.

Mr. Jay read a petition of the Custom House brokers and notaries, that the clerks be debarred from doing notarial business. It delays the work.

The Removal of Fred. Douglass Agitated.

The *Times'* Washington special says Douglass' lecture on Washington is likely to give him considerable annoyance. Already an earnest movement has been inaugurated against him. To-day a petition was started to secure his removal from the marshalship of this district, and in a short time the signatures of about 100 business men and other residents were obtained. The feeling against him in consequence of his lecture is very strong and unanimous. Men of all parties are uniting in petitioning the President for his removal. All the local papers comment on Douglass' utterances, and advocate his removal. A commission of citizens will call upon the President and present the petition for his removal. Should his present bondsmen retire, Douglass may find it difficult, in the present state of popular feeling, to obtain any one in Washington to take their places.

Justice Wright Impeached.

COLUMBIA, S. C., 11.—The committee appointed to investigate the charges against Associate Justice Wright made a report to the House to-day, recommending that he be impeached for drunkenness and incompetency.

Wool Market.

PHILADELPHIA, 4.—Wool quiet, prices largely nominal, supply light. Ohio, Pennsylvania, and West Virginia, XX and above, 42 @ 43, X 40 @ 42, medium 43 @ 44, coarse 30 @ 33; New York, Michigan, Indiana, and western, fine 35 @ 37, medium 40 @ 41, coarse 30 @ 32, combing, washed, 45 @ 50, unwashed 35 @ 37; Canada, combing 50, fine unwashed 25 @ 28, coarse and medium unwashed, 25 @ 28, tub washed 35 @ 40; Colorado, washed 18 @ 20, unwashed 14 @ 17, extra and merino pulled 33 @ 36, No. 1 and super pulled 30 @ 35; Texas, fine and medium, 16 @ 25, coarse 14 @ 17; California, fine and medium, 18 @ 25, coarse 15 @ 20.

WESTERN.

Auction Sale of Wool.

SAN FRANCISCO, 11.—Falkner, Bell & Co's third wool auction took place to-day. One thousand and twenty-four bales were sold mostly on eastern account. The prices for southern clips ranged from 11½ to 20. Choice ungraded northern 26½.

FOREIGN.

GREAT BRITAIN.

Eastern War News.

LONDON, 11.—A Bucharest correspondent reports that the Russian commanders are evidently taking every precaution to bring their armies to the Danube without fatiguing the men or animals. The condition of the troops shows their efforts are successful.

The negotiations between the Ministry for Foreign Affairs and the Austrian and Hungarian Ministers of Commerce, relative to the declaration of neutrality, are nearly complete. The ministries of commerce will issue identical declarations enjoining the neutrality of subjects of their respective countries. It is not improbable that any other declaration will be made on the part of Austro-Hungary besides these notices.

Not a single journal in Europe has received permission from Russia to send correspondents to the head quarters of the Russian army.

It is reported in Berlin that Count Zeichy is instructed to give the Porte explanations about the eventual entry of the Austro-Hungarian troops into Bosnia, and perhaps Servia.

It is reported that 60,000 infantry has been dispatched from Taskend to reinforce the Russian garrisons in Central Asia. An army of 150,000 is to be concentrated there under General Kauffman, with the view of entering Pamer.

It is intended to organize rifle companies in every Russian town, so that every man capable of bearing arms may be drilled.

At Rustchuck the Russian battery hitherto masked by a vineyard, opened fire, to-day, on the Turkish monitors near Ibrail. An hour after the commencement of the action a shell struck a three masted ironclad and sank her with a crew of 300 and Hassan Bey.

Search for the "City of Brussels."

The agents for the steamer *City of Brussels* have sent the powerful tug *Challenger* in search of her.

RUSSIA.

Will Not Return.

ST. PETERSBURG, 11.—It has been definitely decided Count Schouvaloff will not return to London. All the fort garrisons of the Baltic ports have been made up to their full strength. The mobilized army of the north is concentrated on the Baltic coast.

Negotiations for a Convention.

A special ambassador from the Shah of Persia has arrived here to conclude the negotiations already commenced by the Russian agent at Teheran. It is proposed to frame a convention to enable the Russian troops and artillery to march through Persian territory.

FRANCE.

The Newfoundland Fishing Difficulty.

PARIS, 11.—A slight difficulty has arisen between France and England relative to the Newfoundland fishery. This is an old subject of discord, but the dispute has just now reached an acute stage. It appears that the action of the Governor in forbidding the French to fish for herring has been the subject of complaint by the ministry for foreign affairs, but the English Government supports the governor, hence the interchange of unsatisfactory diplomatic notes.

A Sure Cure for the Files.

A sure cure for the Blind, Bleeding, Itching and Ulcerated Piles has been discovered by Dr. William (an Indian remedy), called Dr. Williams' Indian Ointment. A single box has cured the worst old chronic cases of 25 and 30 years standing. No one need suffer five minutes after applying this wonderful soothing medicine. Lotions, Instruments and electuaries do more harm than good. Williams' Ointment supports the tumors, gives instant and painless relief, and is prepared exclusively for Piles, and nothing else. Over 20,000 cured Patients attest its virtues, and Physicians of all schools pronounce it the greatest contribution to medicine of the age.

WENT TO THE NOTED HOT SPRINGS.

Cleveland, O., Dec. 27, 1876.

DEAR SIR:—I suffered more or less for years with the itching or ulcerated Piles. I tried remedy after remedy advertised in the newspapers, and consulted physicians in Philadelphia, Louisville, Cincinnati, Indianapolis, and this city, and spent hundreds of dollars, but found no relief and comfort until I obtained a box of Williams' Indian Ointment some four months ago, and it has cured me completely. I had a part of the box left which I gave to a friend of mine who had doctored with many physicians without relief, and as a last resort went to the noted Hot Springs, of Arkansas, for treatment. He informs me that the Indian Ointment has also cured him of the piles. It is certainly a wonderful discovery and should be used by the many thousands who are now suffering with that dread disease.

JOSEPH M. RYDER.

☞ For more certificates of cures see large circular around each box of ointment.

$10,000 REWARD

Will be paid for a more certain and sure remedy. Sold by all the leading Druggists and country storekeepers everywhere. Warranted a sure cure or money refunded. Beware of imitations. Ask for Dr. Williams' Indian Ointment, and take noother. Depot, 338 Superior Street, Cleveland, Ohio.

☞ Godbe, Pitts & Co., Wholesale Druggists, Salt Lake City, Sole Agents for Utah.

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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

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Via

Des Moines, Rock Island and Chicago.

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

OMAHA,

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

CHICAGO,

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

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

OMAHA and CHICAGO.

Through Tickets to all Eastern Cities via this favorite route can be obtained at all ticket offices of the Union Pacific Railroad and Utah Central.

*** *Be sure your Tickets read VIA ROCK ISLAND.*

A. M. SMITH
General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
d129 6m

U. P. R. R.

—:o:—

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

LEAVE.

Daily Express	10:20 a.m.
Mixed	5:00 p.m.
Freight	8:30 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., and with Utah Central road for 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, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL,
Gen'l Ticket Agent, Omaha.
H. H. CLARK, Gen'l Supt. d80

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THE

GREAT FORT WAYNE

AND

PENNSYLVANIA RAILWAY

LINE

RUN THE CELEBRATED

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

3 TRAINS DAILY TO PHILADELPHIA

NEW YORK & BOSTON.

2 Trains Daily to BALTIMORE AND WASHINGTON

☞ 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 for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, or the Company's Offices 45, West Madison St. and at Depot, corner Madison and Canal Streets, West Side, Chicago.

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

J. D. LAYNG,
General Manager.

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FOR SALE

AT THE

DESERET NEWS OFFICE

RETAIL DRY GOODS DEP'T

Z. C. M. I.

We call Special Attention to this Department of the Institution, for Mid-Summer Goods, quite recently that our stock has been made complete in all desirable lines. It forms, in part, the following specialties:

Ladies' Black and Colored Dolmans, made up in the Newest Materials,
" " Drap. d' Ete and Cashmere Coats of the latest French Patterns,
" " Cashmere Walking Jackets, Very Neat.
" Linen Suits, Plain, Fancy and neatly trimmed in Parisian Designs.
Children's Colored Linen Suits in variety.
Children's White trimmed Dresses, Embroidered.
" Colored Linen Blouses and Aprons.
" Colored and White Waists.
Ladies' White Tucked Skirts and Embroidered ditto,
" Calico Wrappers and Linen Dusters, Ulsters & Dolman Styles.
Rubber Waterproof Circular Cloaks with Hoods, in small compass for Traveling.

OUR DRESS GOODS DEPARTMENT comprises all the most desirable Fabrics of the season, including the Matelasse Chashmere in several colors. Silk Warp Poogee, in large assortment of colors of French Carmelite. Broderie Coreans, Turins De Baize and other Stylish Dress Materials at Low Prices, in every Conceivable Shade and Color. Grenadines, Striped, Plain and Plaided in every Grade from 25Cts. Plaid Challis for Children.

DRESS LINENS. We are enabled to offer this line of Goods at Better Figures than before, our purchase this season was made direct from Belfast, which affords great facilities for Reducing Prices. Drillings, Duckings and Serges, Plain and Figured, in Splendid Assortment.

THE STAPLE DEPARTMENT of this House is stocked with everything of a Standard nature. Calicos from 8½c., in very extensive variety, Ginghams 12½c., all the Favorite Brands of Bleached Muslins, Half Bleached Double Warps, and Bleached Drillings. Sheeting in all widths. Table Linens in White and Colored. Turkey Red, Figured Damasks, Handsomely Assorted.

White Bed Spreads from $2.50 to $12.00, a Large Assortment.

OUR NOTION STOCK comprises EVERYTHING known or DESIRABLE in the Trade.

H. S. ELDREDGE, Sup.

BARGAINS!

BARGAINS!!

We are now Opening a Full Assortment of

SPRING GOODS.

Our Prices are Low and we Guarantee Quality.

CALL AND SEE, AND BE CONVINCED.

DAY & CO.

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Who's Your Pair.

TRY

BUCKLE & SON

MAIN STREET,

Opposite Walker House.

TEASDEL'S

New Prints
Always
Parasols
Something
Dress Goods
New and
Shawls
Seasonable
Straw Hats
Maintaining
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Country pur-
chasers.
Eagle House

NEW SECOND-HAND STORE.

H. W. MAPES

Has opened a Second-hand Store, on Main Street, next door to Savage's Art Gallery, opposite Z. C. M. I.

He will buy and sell everything that can be bought or sold, will give the best price for second hand goods of every description, and sell goods at the lowest living prices.

d135

DAVIS, HOWE & CO.,

FOUNDRY & MACHINE SHOP,

SUCCESSORS TO

NATHAN DAVIS & SONS

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order.

Water Jacket, Tuyers.
Sling Plate and Carts,
Ballista Handles.
Furnace Plates,
Hoisting Machinery.
Car Wheels and Axles, etc., etc.

Also Brass Work of all description.

First West Street,

Near NORTH TEMPLE ST., S. L. CITY.

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MULBERRY,

BLACK WALNUT,

LOCUST.

FOR SALE CHEAP.

Walnut Trees, 1½ inch, 25c.; 2 inch, 50c.

Mulberrys, 1 inch, 10c.; 2 inch, 50c.

Locust, 2 inch, 25c.; 3 inch, 50c.; 4 inch, $1.

Apply to GEO. REYNOLDS
OR
C. CRABTREE,

At President Young's Office.

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WOOL! WOOL!!

WOOL.

WANTED,

100,000 POUNDS

OF

WOOL!

OF

GOOD MERCHANTABLE QUALITY,

FOR WHICH 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 Pres. Brigham Young's.

d& w

FOR SALE.

A SPAN of Mules, Harness and Wagon, cheap. For Terms, &c., Apply to Jas. Whitworth, 20th Ward; three blocks east and six north of 20th Ward Store. d135

ZION'S SAVINGS BANK & TRUST COMP'Y.

FIVE DOORS SOUTH OF Z. C. M. I.

JOS. WALKER, JOHN R. WINDER,
JOHN A. KNIGHT, JOHN DAVIS.

DESERET CARRIAGE AND WAGON CO.

(Successors to A. Hopper)

SECOND SOUTH STREET,

One and a half blocks East of the Theatre.

ALL KINDS OF

VEHICLES BUILT TO ORDER

From the Farm Wagon to the finest carriage. Quality of work and material guaranteed. Mining Cars built on short notice. Repairing done in a style second to none. Prices reasonable. Blacksmithing in all its branches. Carriage Painting and Trimming done in a superior manner. Horse Shoeing a specialty.