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 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 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
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
Provo	9 37	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 35
Santaquin	10 50	2 45	3 75
Mona	11 20	3 50	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

Name of Stations.	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 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 50	12 45	3 00
Pleasant Grove	4 22	1 40	3 50
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 20	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 48	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

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 00		
Riverside	7 45	9	[illegible]
Lemmington	9 15	27	[illegible]
Mills	10 35	43	[illegible]
ARRIVE AT			
Juab	11 30	58	3 00

GOING SOUTH.

Stations.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	
Lemmington	[illegible]	25	[illegible]
Riverside	[illegible]	43	[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.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 18	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 [illegible]
*Woods Cross	11 18	7 58	1 [illegible]
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 5.40 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 3.30 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.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R R LINE

CONTINUOUS ALL-RAIL ROUTE!
NO CHANGE OF CARS!!
ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.
With the popular vestibule sleeping car.
Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 6.30 p. m. Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express. Daily.
With Drawing Room and Hotel Car.
Reaches Pittsburg 12.15 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m., affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express Except Saturday.
With Drawing Room Sleeping Car.
Reaches Pittsburg 7.30 p. m; Harrisburg 3.55 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.

NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, your heirs or assigns; you are hereby notified that we have expended for you in money and labor, on the Young America Mining Claim, situated in Dry Canyon, Ophir Mining District, Tooele County, Utah Territory, as follows: For James A. Leffler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amounts of your respective assessments (for the number of feet claimed by you), for the years 1875, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising at the expiration of ninety days after the publication of this notice, your interests in said mining claims will become ours by due operation of law.

WM. NAYLOR,
GEORGE NAYLOR.

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

CHICAGO TRADE.

CHAS. EMMERICH & Co., Wholesale Dealers Exclusively in

FEATHERS,

285-287 Madison St., Near Bridge, Chicago.

Our goods are kept by all Leading Houses in the Territory. dly

ORDER

D. M. RICHARDSON'S

MATCHES.

THE BEST IN THE WORLD—MANUfactured in Detroit, Mich. For Sale by Z. C. M. I. and all other Grocers and Druggists — Wholesale Chicago Agent,

H. W. DURANT,

d50 6m w? 8m — 13 Michigan Avenue

HOISTING MACHINERY

STEAM Pumps, Etc. STEAM ENGINES, ETC., Manufactured by Crane Bro's M'f'g Co., CHICAGO, ILL.

KEITH BROTHERS,

MANUFACTURERS AND JOBBERS OF

Hats, Caps, FURS, AND STRAW GOODS, —AND— MEN'S FURNISHING GOODS,

BUCK GOODS, ETC.

246, 248, 250 & 252, Madison Street, CHICAGO. dly

JAQUES' Flavoring Extracts

JAQUES' ESSENCE JAMAICA GINGER, MADRAS' LIQUID & AUNDRY BLUE, JAQUES' LEMON SUGAR, AT. ATWOODS' VERBENA AND DAISY TOILET SOAPS.

MANUFACTURED BY

Durant, Jaques & Atwood, CHICAGO. dly

W. & B. DOUGLAS, Manufacturers of PUMPS, Hydraulic Rams, Garden and Fire Engines, Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 85 and 87 John St., New York and 197 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

WROUGHT IRON PIPE,

STEAM PUMPS, BRASS AND IRON GOODS, ETC. Manufactured by CRANE BRO'S M'f'g Co., CHICAGO, ILL.

CASH!

CASH PAID FOR CLEAN, ALL WOOL Rags, delivered at this Office. d174 s s & w

BEEF, BEEF!

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.

PETERSEN, THE BUTCHER,

125 First South St., Second Butcher Shop from the Corner,

Never keeps anything but Tender, Juicy and Fresh Meats. He sells at the cheapest rates All Kinds of Meat in Season. Give him a trial.

Sausages a Specialty. d91

W. L. PRICE,

DEALER IN

Fish, Poultry & Game, FRUIT, VEGETABLES & GROCERIES,

—ALSO—

FLOUR, GRAIN, HAY & SEEDS.

First South Street, opposite Kimball Block, Salt Lake City, No. 1257.

Goods delivered punctually in all parts f the city. Satisfaction Guaranteed.

WATSON BROS.,

STONECUTTERS AND BUILDERS

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

South Side of South Temple Street, a little East of Eagle Gate.

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

Workingman's Harness Shop, 72 Second South Street.

W H PITTS, W. H. SHEARMAN.

GODBE, PITTS & CO.

WHOLESALE AND RETAIL DEALERS

—IN—

DRUGS, MEDICINES, WINES, LIQUORS, IMPORTED ALES, AND PORTERS, PERFUMES, ASSAY AND MILLING MATERIALS, CHEMICALS.

OILS, DYE STUFFS, ETC.,

—ALSO—

THE FINEST CIGARS.

Country Trade Solicited.

Best Terms Offered. A Full and Complete Stock.

CORNER MAIN AND FIRST SOUTH STS. SALT LAKE CITY. d2m

EVENING NEWS.

Friday, - - June 25, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

Bradlaugh in Prison.

NEW YORK, 24.—A London dispatch says: Bradlaugh walked to the room assigned him in the Clock Tower, between the sergeant-at-arms and deputy sergeant-at-arms, followed by three policemen and a procession of members of the House. Parnell and others visited Bradlaugh and tendered their sympathy. He stated to an interviewer that he did not contemplate legal proceedings. He received numerous offers of aid. He says if he is kept in the Clock Tower long, the people will come and take him. He declared it gives him great pain to be in conflict with Parliament, but his esteem for the Commons is unaffected. He is strongly opposed to personal litigation with any officer of the House, but he has no apology to offer it.

A mass meeting will be held in Northampton, his constituency, on Friday or Saturday in his favor.

After the decision of the House yesterday, a number of delegates from various democratic organizations throughout the country consulted Labouchere, who informed them that Bradlaugh expressly wished that no step yet be taken. Many of his Northampton friends telegraphed, sympathizing with him and assuring him of their undiminished determination to support him. A petition to the House of Commons will be largely circulated and signatures invited, praying for his release and that he be allowed to take his seat.

The *Times* says: Bradlaugh complains bitterly of the attacks made on him by a few Irish members, particularly by O'Donnell. He says this is no reward for standing up for the Fenians in 1865-66. Bradlaugh expresses his admiration for Parnell and Labouchere, the latter for his generous support.

Later.—In the House of Commons this evening, Gladstone, replying to Sir Stafford Northcote, said he had no advice to give relative to Bradlaugh, as he had not yet consulted his colleagues. Sir Stafford Northcote moved the House, having asserted its authority, orders Bradlaugh released. Labouchere said Bradlaugh, when released, would reassert his legal right.

Gladstone took no part in the debate.

Sir Stafford Northcote's motion was adopted unanimously, and Bradlaugh was released.

Cave in the Hoosac Tunnel.

NORTH ADAMS, Mass., 23.—The facts regarding the reports of the caving in of the central shaft of the Hoosac tunnel are as follows: This morning about 1 o'clock the timber of the upper flooring of the central shaft, which were used to keep loose stones from falling, gave way, precipitating a large quantity of timber and such fragments of rocks as had collected on it for the past five years. Luckily, the workmen were not near at the time and no trains passing. The trains were delayed about four hours until the rubbish was removed. There was naturally great excitement over the reports, and all sorts of exaggerated stories were circulated. There is no damage, as the removing of the flooring was about to be made.

Correspondence.

ST. GEORGE, Utah,
June 20th, 1880.

Editors Deseret News:

Excessively hot. A slight shower of rain at noon to-day, clouds still linger around. Last evening the Fourth Ward teachers and pupils of the Sunday school gave an entertainment in the Social Hall, singing, readings and recitations being the attraction of the evening. All did well; all gave evidence of improvement, mentally, and bid fair for future usefulness.

The labor of getting up this excellent evening's entertainment was shared by A. H. Riding, Thos. Cottam, Mrs. Julia and Miss Julia Tims', the ladies deserving special praise for their good taste, as well as faithful labors, and were ably assisted by the brethren mentioned.

I think these exhibitions when properly conducted result in good to our Sunday schools, and should be encouraged by the parents and friends of these useful institutions. Would not a greater good be accomplished, if parents and guardians would by their presence in our schools occasionally show by word and deed their appreciation of the faithful labors of our teachers who labor for the good of our children.

To-morrow evening a primary meeting will be held to elect delegates to attend a convention to be held in the court House July 5th, for the election of county officers. This is quite an important election to us, as the time of most all of our county officials expires this year, and it is to be hoped that union will prevail throughout the county.

Peas, turnips, potatoes, etc., are becoming quite plentiful here at present.

AMRAM.

Spontaneous Combustion.

PAINTSVILLE, Ky.,
June 14th, 1880.

Editors Deseret News:

About the 15th day of May, 1880, a spontaneous combustion occurred at the house of Mr. John B. Auxier, in this county. The facts as stated by Mr. Auxier, are substantially as follows:

He and his wife went to bed about the usual hour in a room in which there had been no fire, nor had there been any lamp or candle lighted in the room, but they went to bed in the room without the use of any light. At a late hour in the night he was awakened by a sickening smell in the room, and saw that the room was filled with a brilliant light. He told his wife that there was something on fire in the room, to which she said no, there could be nothing on fire for they had not even lighted a match and she did not believe there was a match in the room. He soon fell asleep again. He arose in the morning and went about his work on the farm, not thinking any more about it, until he came home to dinner, when his wife informed him that he was right about fire on the night before; that she having occasion to look in the bureau drawers to get some clean towels, when she found that all the clothing contained in one of the drawers, with two new dress patterns, was burned nearly up, or so much so that none of them was of any use at all. He examined the drawer and found the case as stated by his wife.

Mr. Auxier is an old citizen of Johnson County, is a surveyor; was a member of the General Assembly of the commonwealth of the State of Kentucky; has held several important offices in this county; is a man of honor and integrity; one of the most consistent, reasoning men in this county.

JOHN KEELIN.

WANTED.

A GOOD, HEALTHY WOMAN, TO WET nurse a child. Apply at this Office. d& s w

Auditor's Quarterly Report.

To the Hon. the Mayor and City Council, Salt Lake City:

GENTLEMEN:—I herewith present to your honorable body a report of the financial condition of Salt Lake City Corporation, for the quarter ending May 31st, 1880.

1880
March 1st.—By Balance in Treasury at last report $2,251,84

Receipts during Quarter:

By Bills Payable. Money borrowed on account of construction of Jordan and Salt Lake City Canal	$52,830 00	
" Licenses	12,763 10	
" Dividends on shares of Stock in Salt Lake City Gas Company	3,935 00	
" Water Supply	3,725 45	
" Fines	2,221 40	
" Irrigating Water	820 00	
" Rent	300 00	
" Dog Tax	169 50	
" Expense	158 20	
" Poll Tax	150 00	
" Cemetery. On account of Lots sold	100 00	
" Road and Street Acc't Material Sold	26 50	
Total Receipts		$77,222 15
Total Resources for Quarter		$79,474 79

Disbursements during Quarter:

To Jordan and Salt Lake City Canal	$41,649 50	
" Bills payable. Borrowed Money paid	14,500 00	
" Street Lighting	3,952 50	
" Road and Street	2,865 02	
" Water Works	2,758 15	
" Police	2,187 50	
" Expense	1,507 18	
" Fire Department	1,390 53	
" Prison Expense	1,149 81	
" Irrigating Water expenses	887 55	
" Artesian Well	885 17	
" Extra Service Acc't. Compensation to Members of the City Council	703 00	
" Recorder and Auditor's Salary	550 00	
" Superintendent Public Works' Salary	500 00	
" Police Justice's Salary	500 00	
" Profit and Loss. Interest, Discount, etc.	481 94	
" Water Service	455 42	
" Marshal's Salary	425 00	
" Treasurer's Salary	375 00	
" License Collector's Salary	375 00	
" Orders on Treasurer of 1868, redeemed	366 00	
" Supervisor's Salary	300 00	
" Attorney's Salary	279 00	
" Watermaster's Salary	250 00	
" Ninth South Street Canal	230 59	
" Chief Engineer Fire Department and Superintendent Water Works Salary	225 00	
" Clerk's Salary	225 00	
" City Asylum Account	200 00	
" Second Market District	35 50	
" City Currency of 1865-66 redeemed	35 00	
" Fourth Market District	32 00	
" Lamp Post Account	16 20	
" City Hall Lot	14 50	
" Land Account	5 00	
Total Disbursements		$79,411 04
Balance in Treasury at close of business, May 31, 1880		$ 63 75

Respectfully submitted,
JOHN T. CAINE,
Auditor of Public Accounts.

Auditor's Office,
Salt Lake City, June 1, 1880.

Endorsements.

June 15th, 1880.

Presented to the City Council, received and referred to the Committee on Finance.

June 22nd, 1880.

Examined, compared with the Books and Vouchers and found to be correct.

DAVID O. CALDER,
Chairman Committee on Finance.

June 22nd, 1880.

Reported back to the Council by the Committee on Finance, as being a correct exhibit of the financial condition of Salt Lake City Corporation for the quarter ending May 31st, 1880.

Whereupon the Council accepted and adopted the Auditor's Report, and ordered it to be published in accordance with the requirements of the City Charter.

TERRITORY OF UTAH, Salt Lake City. } ss

I, John T. Caine, Recorder of Salt Lake City, do hereby certify that the foregoing is a full, true and correct copy of the report of the Auditor of Public Accounts of the financial condition of said City for the quarter ending May 31st, 1880, presented to the City Council, June 15th, 1880, together with the action of said Council taken thereon, as appears of record in my office.

[SEAL.] In testimony whereof, I have hereunto set my hand and affixed the Corporate Seal of Salt Lake City, this 23rd day of June, A. D. 1880.

JOHN T. CAINE,
Recorder.

DANIEL GREENIG

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

NOTICE.

NOTICE IS HEREBY GIVEN THAT A meeting of the tax payers of the 14th School District will be held on Monday, June 28, 1880, at 7.30 p. m., in the District School-house, for the purpose of voting upon the question—as to whether a tax shall be assessed for the purpose of repairing and furnishing said school-house, also to pay off the indebtedness of the school district.

THOS. TAYLOR,
JOSEPH HORNE,
GEO. CRISMON,
Trustees.

Salt Lake City, June 16, 1880.

Punctuality! Fashion!! Economy!!!

ESTABLISHED, MAY, 1876.

WHO'S YOUY TAILOR? TRY

BUCKLE & SON, TAILORS —AND— Woolen Drapers,

195 MAIN ST.,

Opposite Walker House, S. L. City.

P. O. Box, 682.

DESERET CARRIAGE & WAGON COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing in Woodwork. Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED

PRICES REASONABLE.

J. WALKER, - Manager

INVALIDS

AND OTHERS SEEKING

HEALTH, STRENGTH AND ENERGY,

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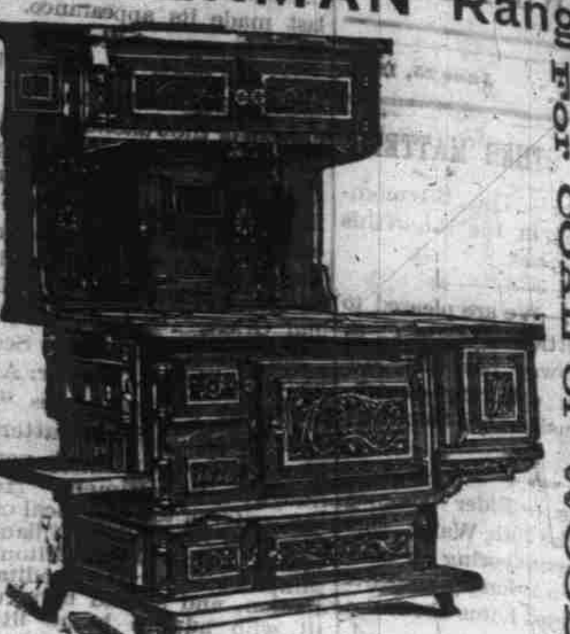

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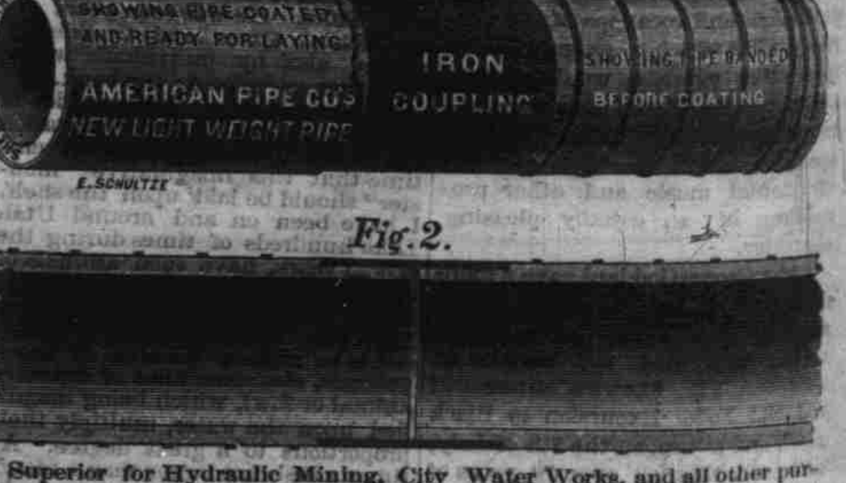
Fig 1.



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