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 Lase 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 Toocle, 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 $3.00 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,
GEN'L SUPERINTENDENT.

d157

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

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 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. 2. 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 60
Pleasant Grove	3 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 19
Draper	4 22			2 75
Arrive at				
Sandy	4 37			....
Leave				
Sandy	4 47	9 20	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.

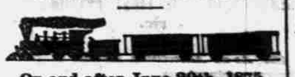
Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

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. Pass'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.

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.

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. ROMNEY, GEO. H. TAYLOR, 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 STRET,

☞ **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'

EVENING NEWS.

Tuesday, September 7, 1875.

VISIT TO SALT LAKE.

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

The scenery all along, and through Weber Canyon, is wonderfully grand. Across trestle bridges, over the Weber River, winding along the mountain side, past the serrated rocks known as Devil's Slide, consisting of a series of narrow slabs rising up like tombstones to the height of 50 to 200 feet, through a tunnel of 550 feet and across a beautiful valley beyond, then dashing into wilder scenery and over a bridge 50 feet above the rushing waters of the Weber, we now enter the Great Salt Lake Valley; and what a contrast! A fertile plain, flourishing agriculture, land abounding with riches—the sudden transition is like emerging from imprisonment to liberty, from the terrible to the beautiful, from stupendous power and frowning peril to a sense of security and the assurance of gentleness and love. To look upon the awfully grand generates the emotion of fear and a sense of infinity in the contemplation of almighty power; but to view the beautiful—the sweet landscape, the lovely plain, the cultivated fields, and the tidy, well-ordered mansions of plenty, inspires the spirit of love and generous sentiment; for here it is seen that the good Creator has spread out before us facilities for human sustenance and the opportunities for steady improvement and favoring development. But we must hurry on. Arrived at Ogden, we perceive evidences of some business activity. Here is the junction of the Union and Central Pacific roads. The distance to San Francisco is 882 miles. The place has about 4,000 population, three-fourths Mormon. Ogden presents an air of thrift and permanence, as though it were built to last, and people were settled here to remain. We take the train for Salt Lake City, distance 36 miles. The day is beautiful; the scenery is charming. Here is Salt Lake—the road runs along its banks for a distance.

* * * * * * *

Arrived at Salt Lake City, we stop at the Mormon hotel, known as the Townsend House. The city is situated at the foot of a spur of the Wahsatch mountains. The location is delightful. Snow-capped mountains, 15 and 18 miles distant, are clearly seen with all their distinctive outlines. The city is set as it were in a basin, and under the shadows of great mountains. Brigham Young certainly had an eye to the beautiful in selecting the site. The city is admirably laid out; the streets are wide and at right angles, with running streams on either side of these avenues. The water is brought from the mountain creeks, and, after supplying the city and irrigating the adjacent country, it is carried off into the river Jordan below. Salt Lake City has a population of about 25,000, of which 20,000 are Mormons and 5,000 Gentiles. There are fine business blocks and imposing private mansions. The activities of trade and industry prevail as in our most prosperous towns of the East; all the institutions and ways of bustling city life are here apparent. The people, Mormons and all, bear the common characteristics of our American life and civilization, and the Yankee way of doing things and driving ahead prevails as in Troy and in other wide-awake places.

* * *

Visiting this Mormon Zion for the first time, I may say that I am impressed with the religious zeal, or as it would be characterized by most of us Gentiles, the persistent fanaticism and earnest superstition of the Mormon people, as well as with their industrial achievements and business enterprise. This valley was all a desert waste prior to their settlement here in 1847; now there is a flourishing, rapidly growing city, and through the agency of irrigation barren lands have been made fertile, and for miles around the country presents all the richness and blooming thrift of skilful garden cultivation. The yield of crops is remarkable—wheat 30 to 50 bushels to the acre, and other cereals in proportion, with grass heavy as it can stand. There are some 300 canals, extending a length of more than 400,000 rods and irrigating upwards of 175,000 acres. The cost of these canals, including dams, is put down at $2,000,000, and other canals, of the estimated cost of $800,000, are now being constructed. All this in the vicinity of Salt Lake City. But there are many thrifty villages springing up in various sections of the Territory, and mining, agricultural and manufacturing enterprises are working out material wealth and developments on all sides. The railroad enterprises, too, are worthy of note, embracing the narrow guage, known as the Utah Northern, from Ogden to Franklin in Idaho, at the head of Cache Valley, 75 miles, passing through a rich agricultural region inhabited almost wholly by Mormons; the Utah Central from Ogden to Salt Lake City, 36 miles; the Utah Southern, 76 miles to York City—now only a hamlet, a city in embryo—to be continued, as now contemplated, though the Territory to Los Angelos, 500 miles to Southern California, thus avoiding the heavy grades of the Sierras; the Utah Western (narrow gauge) running along the south end of Salt Lake to the mines of Ophir district and Dry Canon, and to be continued west—twenty-five miles now being completed; Bingham Canyon railroad (narrow gauge,) commencing ten miles from Salt Lake on Utah Southern road, and connecting with mines of Bingham Canyon west, distant sixteen or eighteen miles; at same point, another narrow gauge, fifteen miles, through Cottonwood Canyon to the Celebrated Lamms and Flagstaff mines. Still further south from the Southern Central road, 33 miles from Salt lake, a narrow gauge running east up to the American Fork mining district, fifteen miles; the Coalville narrow gauge, running from Echo on the Union Pacific to the coal mines of Coalville, eight miles; horse railroads or tramways in Salt Lake City, eight to ten miles. Here are 248 miles of railroads in the territory, all completed within the past six years—all Mormon enterprises with the exception of the American Fork and Bingham Canyon narrow gauges of about thirty miles in length.

[TO BE CONTINUED.]

W. R. LAMBOURNE

RESPECTFULLY informs his friends and the public generally that he has opened a Fine Stock of

CONFECTIONERY

AND

Fancy Groceries!

A Room Without Partitions.

And will keep on hand All Kinds of Imported and Home-made

CANDY AND FANCY GOODS.

d214

L. M. RUMSEY & CO.,

Manufacturers and Jobbers of

Pumps and Fire Engines,

NORTH MAIN ST., ST. LOUIS, MO.

d97

NEW ADVERTISEMENTS.

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 [illegible] 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.

WHEELER & WILSON SEWING MACHINES!

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

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.

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	6.30 p.m.
Freight	10.30 a.m.

ARRIVE.

Daily Express	5.10 p.m.
Mixed	2.35 p.m.
Freight	8.10 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 Mo. River, 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,
General Passenger Agent.

T. E. SICKELS, Chief Eng'r and Supt. d79

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 ALL points in Utah and Southern Nevada.

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

Rates of freight given and quick advices 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, Sup't.

d52

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.

d219

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 Express Mail, making close and reliable connections at

COUNCIL BLUFFS,

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 points East can be obtained at Company's Office, No. 78 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 RIDDLE, Gen'l Sup't, 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 9:15 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, 56 West Madison St., and at Depot, corner Madison and Canal Streets, west side, Chicago.

P. B. MYERS,
Gen'l Pass. and Ticket Ag't.

J. N. McCULLOUGH,
Genera. 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 species, some of which have wonderful medicinal curative properties. By continued experiments 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 valuable in DYSPEPSIA, LIVER COMPLAINTS, INDIGESTION, JAUNDICE, and all cases of BY[illegible], COLDS, URINARY AND KIDNEY DISEASES, RHEUMATISM, COSTIVENESS, HEARTBURN, 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; 1 dozen boxes, $2.50; 1 gross boxes, $24.00.

J. E. JOHNSON,
St. George, Utah.

d39

M. D. WELLS & CO.,

Manufacturers of and,

WHOLESALE DEALERS IN

BOOTS & SHOES,

Madison and Market Streets,

CHICAGO.

M. D. WELLS, E. J. MACFARLAND,
E. BENEDICT, E. F. MCINTYRE.

m11-6m

ESTABLISHED 1850.

PALMER, FULLER & CO.

Wholesale Manufacturers of

Sash, Doors, Blinds, Mouldings,

STAIRS, STAIR RAILING, BALUSTERS and NEWEL POSTS.

Dealers in

Lumber, Lath & Shingles.

Having facilities for manufacturing by machinery our stock is constantly on hand of every description of FINISHED MATERIAL there is in the country.

☞ Estimates, Price Lists and Building Books sent on application.

Corner Kinzie and Canal Sts.,

d140 1y Chicago, Ill.