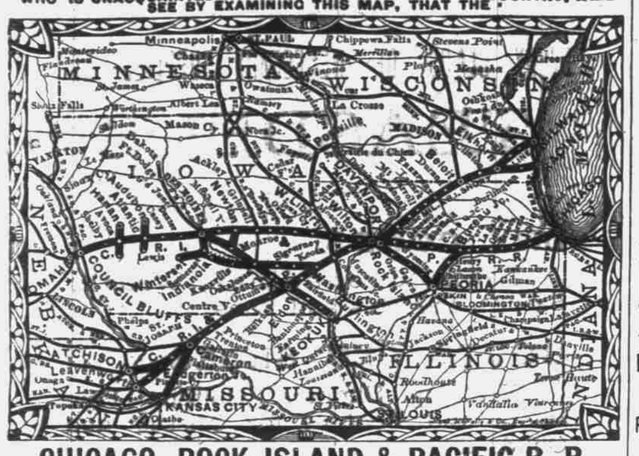
MAN

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 well and 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. 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'r 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	9.40 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 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 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 60
*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 3.05 p. m., arriving in Ogden at 6.20 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 at 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 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
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
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 30	3 00
Payson	10 22	1 55	3 50
Santaquin	10 50	2 40	3 75
Tintic	11 26	3 40	4 35
Nephi	11 50	4 30	4 75
ARRIVE AT			
Juab	12 30	5 30	5 60

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	8 00	Th
Tintic	2 04	8 40	1 15
Santaquin	2 40	9 50	1 75
Payson	3 55	11 35	2 50
Spanish Fork	4 19	11 55	2 60
		P. M.	
Springville	4 34	12 20	2 75
Provo	4 49	12 45	3 00
Pleasant Grove	4 59	1 40	3 55
American Fork	5 21	1 55	3 70
Lehi	5 46	2 10	3 85
Draper	6 25	3 30	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 45	
Junction	5 54	5 05	4 [illegible]
Lovendahls	5 59	5 20	4 [illegible]
Germania	6 02	5 30	4 [illegible]
Morgan	6 07	5 50	5 00
ARRIVE AT			
Salt Lake	6 30	6 00	5 00

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.
For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, 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	9	50
Lemmington	9 15	27	1 50
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	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!!

— 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 9.15 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 6.35 a. m; New York 8.45 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 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 6.00 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

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,		at 7.45 a. m.
" Jordan,		at 7.55 "
" Bevere,		at 8.05 "
Arrives at Bingham		at 9.15 "
Leaves Bingham		at 2.50 p. m.
" Revere		at 3.20 "
" Jordan		at 3.35 "
Arrives at Junction		at 4.05 "

ON SUNDAYS.

Leaves Bingham		at 4.20 p. m.
" Revere,		at 4.50 "
" Jordan,		at 5.05 "
Arrives at Junction,		at 5.35 "

S. D. BERNS, Ass't Supt. J. G. KENNEDY, Manager.

NEW YORK TRADE.

BENEDICT, HALL & CO.,

BOOTS & SHOES

NOS. 134 AND 136 GRAND STREET, Corner Crosby,

NEW YORK.

THOS. M. ARGALL & CO.,

MANUFACTURERS OF

MEN'S & BOYS' CLOTHING!

330 BROADWAY,

JNO. E. COWLES, NEW YORK.

HEMPHILL, HAMLIN & CO.,

CARPETING,

FLOOR OIL CLOTHS, DRUGGETS, MATS, ETC.!

342 & 344 BROADWAY,

NEW YORK.

A. W. FABER'S

STATIONERY ARTICLES & ARTISTS MATERIALS,

MAY BE HAD AT

Z. C. M. I.,

Gold Pens and Pencil Cases, Penholders, Rubber Goods, Lead Pencils, Etc.

BRINCKERHOFF, TURNER & CO.,

100 Duane Street, New York,

Manufacturers of and Dealers in COTTON SAIL DUCK. "*Woodberry,*" *Druid Mills,* "Polhemus" *and other favorite brands, all numbers—Hard, Medium and Soft.*

DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY

COTTON CANVASS of all numbers—14 to 150 inches wide, for Deck—Car—Trunk—and Wagon Covering. Machine Aprons and other purposes, constantly in store and made to order. Agents for

U. S. Bunting Co., U. S. Standard" & "Eagle" by the Case or less quantity.

These Goods can be obtained at Z. C. M. I

USE

CLARK'S O.N.T. TRADE MARK SPOOL COTTON.

GEORGE A. CLARK,

SOLE AGENT.

The BEST and MOST POPULAR Sewing Thread of Modern Times.

BEWARE of IMITATIONS.

A COMPLETE ASSORTMENT

FOR SALE BY

Z. C. M. I.,

Branches and Dealers Everywhere.

USE THE BEST.

HARRISON'S

CELEBRATED

WRITING INK, FLUID AND MUCILAGE,

For Sale by all Stationers.

Special rates Inks in Bulk for Schools and Colleges.

HARRISON M'f'g Co., 512 Broadway, NEW YORK.

BEST

SIX CORD

SPOOL COTTON

FOR SALE AT

WHOLESALE

— BY —

Z. C. M. I.

PHILADELPHIA TRADE.

SAPONIFIER

Is the "Original" Concentrated Lye and Reliable Family Soap Maker. Directions accompany each can for making Hard, Soft and Toilet Soap quickly. It is full weight and strength. Can be obtained at Z. C. M. I. and its Branch Stores.

PENN'A SALT MANUF'G CO., PHILADELPHIA.

1845 W. P. Wilstach, 1855, W. P. Wilstach & Co 1867, Scott & Day, 1877, Conrad B. Day Co.

CONRAD B. DAY CO.,

No. 38 North Third Street, Philadelphia,

Saddlery Hardware,

— AND —

CARRIAGE MATERIALS,

Horse Clothing, Lap Robes, Dusters, Whips, Robes, Etc.

GILT EDGE

ICE CREAM

WHOLESALE and RETAIL

PHILADELPHIA COFFEE HOUSE,

55 *MAIN STREET,*

WM. HILL, Proprietor,

PETERSEN, THE BUTCHER,

1125 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.

MR. THOMAS JOB,

WHO FOR A QUARTER OF A CENTURY has been well known in this Territory as a student in the Mathematics, Astronomy, Physics, etc., is now offering his services to give private instructions at No. 83 Kimball Block, opposite the Continental Hotel, Salt Lake City.

Hours from 9 to 12 a.m. and from 2 to 5 p.m.

EVENING NEWS.

Thursday, - - August 12, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

GREAT BRITAIN.

Foreign News.

LONDON, 11.—An accident occurred to-day on the Midland railway between Leeds and Lancaster, where the passenger train left the rails. Seven persons were killed and 20 injured.

Three or four thousand workmen in the Tyne ship yards have struck for an advance of ten per cent. in wages.

A dispatch from Aden says: The steamer *Jeddah*, which her master abandoned, did not founder as reported. She arrived there all safe at eight o'clock last night. She had been picked up and towed into port by the steamer *Antinor*.

Horace Maynard, Postmaster General, sailed to-day for the United States.

Greece has purchased 1,400 artillery horses.

At the meeting of the Emperors, at Ischl, which was very cordial, Emperor Francis Joseph wore a Prussian uniform and Emperor William wore an Austrian uniform. At a banquet at the Imperial villa last evening the Empress of Austria joined the two emperors. The guests included Prince Milan and Prince of Reuss, German Ambassador to Austria. In the evening the Emperors visited the theatre.

The Vienna journals interpret the meeting of the Emperors as evidence of the consolidation of the Austro-Servian alliance and as a sign of the maintenance of peace.

The last German Imperial budget provided for the elevation of the German Diplomat Mission at Tokio into a regular embassy, and the minister there has already presented his credentials to the Mikado as Ambassador. The steadily increasing commercial relations between Germany and Japan, and the circumstance that other great States are there served by regular envoys, together with the fact that the Mikado have been represented here for several years by a minister, have induced the Government to place itself on a diplomatic level with the foremost European powers.

A serious overflow of the river Prosna, a tributary of the Warta, has flooded the adjoining fields, and all the corn upon them has been swept away. A great inundation of the Warta is apprehended.

Bulgaria has decided to change the armament of her troops and 40,000 rifles were ordered. Portions having been delivered caused the reports that Russia was sending arms to Bulgaria. The Bulgarians attending Russian military schools have returned home to spend vacation. Their passage through Bucharest and Rustschuk in uniform was the cause of the reports about Russian officers arriving in Bulgaria. There are many students from Bulgaria attending Russian military schools.

Latest advices from Candahar state the garrison has had some successful skirmishes in the neighboring villages.

Abdurrahman Khan will meet General Stewart at Sherfur.

At a land meeting at Cloumet, Ireland, this evening, a letter was read from the Archbishop of Costel, denouncing the House of Lords for rejecting the Compensation Bill.

He Was a Failure.

A day or two since a traveler from the east walked into the Cass House with his grip-sack in one hand and the other pressed to his jaw, and he wasn't long in permitting 15 or 20 people to know that he had been afflicted with the toothache every minute since seven o'clock the previous evening. He couldn't eat, drink nor stand still; and when some one asked him why he didn't go to a dentist, he replied:

"Because I haven't got the pluck! Here I am, a great, big six-footer, able to knock down an ox, and yet I haven't got the grit to stand one yank on this tooth. I've been down on the battle-line, in free fights and out among the red-skins; but I'm a coward!"

Some laughed and some encouraged him, and he finally said:

"Well, I believe I'll try it, but I know what I am, and I want something to push me on. I'll bet this five-dollar bill against ten cents that I'll have the tooth pulled.

One of the guests made the wager, and a small crowd went along to see the fun. The stranger walked up as bold as a lion, took a seat in the dental chair, and evinced no signs of crawfishing until the dentist picked up the forceps and told him to get a good grip on the chair. Then he grew white in an instant, slid out of the chair and seized his hat and said: "It's just as I expected! I'm a great big calf on wheels, and the worst flunker in America, but I can't help it! I've lost the $5, and will probably have the toothache right along for a week, but I'll have to stand it, and hope to be struck by lightning or mashed up by the cars."—*Detroit Free Press.*

SHORT AND SHARP.

Bridget—"And how shall I cut the pole, mum?" Lady of the House—"Cut it into quarters." Bridget—"And how many quarthers wud I cut it into, mum?"

One of the managers of a hospital asked an Irish nurse which he considered the most dangerous of the many cases then in the hospital. "That, sur," said Pat, as he pointed to a case of surgical instruments on the table.

It is said that a minister in a county kirk in Scotland stopped in the course of his sermon to ask a member who was deaf: "Are ye hearing John?" "Oh, aye" was the response, "I am hearing, but to vera little purpose."

The late Dr. Bethune asked a morose and miserly man how he was getting along. The man replied: "What business is that of yours?" Said the Doctor: "Oh, sir, I am one of those who take an interest even in the meanest of God's creatures."

"Jennie," said a venerable Cameronian to his daughter, who was asking his consent to accompany her urgent favored suitor to the altar, "Jennie, it's a very solemn thing to get married." "I know it, father," replied the sensible damsel, "but it's a great deal solemner not to."

A Sacramento girl was guilty of a mean trick the other day, the relation of which will cause the blood of every mother in the land to curdle with horror. She eloped with her objectionable lover the same day her mother was enameled, and, as the latter was compelled to remain shut up three days or else crack all over, the couple managed to get away without pursuit.

He opened the door cautiously, and poring his head in a suggestive sort of way, as if there was more to follow, inquired: "Is this the editorial rinktum?" "The what? my friend?" "Is this the sinktum—sanktum—sanctum or some such place, where the editors live?" "This is the editorial room, yes, sir. Come in." "No, I guess I won't come in. I wanted to see what a rinktum was like, that's all. Looks like our garret, only wuss. Good day."

Mr. Chauncey M. Depew told this story at a recent New England dinner: In the Berkshire hills there was a funeral. The woman who mingles curiosity with pity was there with the mourners. To the afflicted widow, in a melancholy voice, she said, "When did you get your new eight-day clock?" "I ain't got no new eight-day clock," responded the bereaved woman. "Why, what's that in the corner? Ain't that an eight-day clock?" persisted the curious visitor. "No, that ain't a clock, that's the deceased. We stood it at one end in the corner to make room for the mourners."

Baron S. who served as a private in the Franco-Prussian war, recently met on the boulevards a heavy rustic who fought in the battle of S. beside him. Wishing to delight and astonish the ploughman, his brother in arms, he invited him to dine at Bignon's swell restaurant in Paris, where he ordered a dinner wildly regardless of expense.

At the first mouthful of turtle soup the rustic made up a face, but swallowed it, nevertheless. At the second he made up another face and pushed back his plate, refusing to take more.

He did the same with the oysters, the truffles, the pheasants, every dish set before him.

"Harn't there been a hog killed lately in Paris?" he finally asked of his host.

"Then you are not enjoying the dinner," said the Baron, regretfully.

"Oh! it does not matter," said the peasant patronizingly, "I am sure we would have been glad enough of such stuff during the siege."

AN ORDINANCE

IN RELATION TO PIN ALLEYS.

SECTION 1.—*Be it ordained by the City Council of Salt Lake City,* That any person who owns or conducts a Pin Alley or Runway, on which persons are permitted to play, shall first obtain a license therefor, and pay into the City Treasury, quarterly in advance, for one such alley, ten dollars, and for each additional alley five dollars.

SEC. 2.—Licenses under this Ordinance shall be obtained, issued and recorded in the same manner as provided in Chapter Eight of the Revised Ordinances of Salt Lake City.

SEC. 3.—Any person who owns or conducts a pin alley or runway within the limits of said city, without first obtaining a license therefor, as provided for in this Ordinance, shall, on conviction, be liable to a fine in any sum not exceeding fifty dollars, or to imprisonment not exceeding fifty days, or both fine and imprisonment.

Passed July 27, 1880.

FERAMORZ LITTLE, Mayor.

JOHN T. CAINE, Recorder.

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 an Ordinance, entitled, "An Ordinance in relation to Pin Alleys," passed by the City Council of said City, the 27th day of July, A.D. 1880, as appears of record in my office.

In testimony whereof, I have hereunto set my hand and affixed the Corporate Seal of Salt Lake City, this 10th day of August, A. D. 1880.

[SEAL] JOHN T. CAINE, Recorder.

d3t

MRS. C. RICHARDSON,

Practical Nurse,

Fourth East St., Corner of South Temple Street, Salt Lake City. df10

UTAH EASTERN RAILROAD COMPANY,

TRUSTEES OFFICE, 1230, FIRST SOUTH Street, 4 doors East of Dinwoodey's, up stairs. 90d2m

PHOTOGRAPHY!

THE MOST

DURABLE, BEST FINISHED AND FINEST

PHOTOGRAPHS

EVER MADE

Are taken at my Gallery. For CARD SIZE, CABINET SIZE & FAMILY GROUPS, we guarantee that they excel all others in QUALITY and CHEAPNESS!

Commercial St., No. 20, Next Door to Palace Bath House, SALT LAKE CITY.

C. EICHENBERG.

dsw & 1m e

H. PUZEY,

Wagon and Blacksmith Shop

AT THE OLD STAND OF LATE MALquist & Puzey, one door west of Bain Wagon Depot. All kinds of repairing done. Orders promptly executed. The Blacksmithing is superintended by an experienced and good workman in all its branches, and who is well known in the business.

Horse Shoeing in the Best Style.

NOTICE.

In the Probate Court in and for Salt Lake County, Territory of Utah.

In the matter of the Estate of LEVI MURDOCK, deceased.

PURSUANT TO AN ORDER OF SAID Court in said matter, Notice is hereby given, that Monday, the 23rd day of August, A.D. 1880, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed the time and place for the hearing of a petition of John W. Murdock, administrator of said estate, praying for an order of said Court authorizing said administrator to sell all the real estate belonging to said estate, at which time and place all persons interested may appear and oppose said petition.

Given under my hand, this 9th day of August, A.D. 1880.

D. BOCKHOLT, Clerk of Probate Court, Salt Lake County, U. T.

d218 td

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 seven 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 1876, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising as the law requires, ninety days after the publication of this notice, your interests in said mining claim will become forfeit by the operation of law.

WM. NAYLOR, GEORGE NAYLOR.

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

HEBER J. HARTLEY,

DEALER IN

WINES, LIQUORS

— AND —

CIGARS.

CHOICE GROCERIES, FLOUR & GRAIN.

The Travelling Publicans get all kinds of ICE COLD DRINKS, at my place.

H. J. HARTLEY, d187 3m JUAB STATION.

TROPIC FRUIT LAXATIVE

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 cure the extent.*

TROPIC-FRUIT LAXATIVE is sold by druggists at 50 cents a box, or mailed on receipt of price (in currency or stamps) by the proprietor. Descriptive Book free. Address

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ELECTRIC BELTS,

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

Send to the office nearest you for Free Pamphlet and The Electric Review, containing full particulars.

Avoid bogus concerns, especially those who PRETEND to send so-called Electric Belts, etc., on trial.

BOWEL COMPLAINTS.

A Speedy and Effectual Cure.

PERRY DAVIS' PAIN-KILLER

Has stood the test of FORTY YEARS' trial.

Directions with each bottle.

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WANTED LOCAL AGENTS everywhere to sell Tea, Coffee, Baking Powder, Flavoring Extracts, etc., by sample, in families. Profit good. Outfit free. PEOPLE'S TEA CO., Box 5090, St. Louis, Mo.

FOR SALE OR EXCHANGE

FOR PROPERTY IN SALT LAKE CITY, One Brick House, with 8 or 10 Rooms and Cellar, with 10 acres of Good Land, and a producing orchard on said premises, situated in Utah Co., adjoining Springville, formerly known as the property of Jacob Houtz, just south of his mill. Also two or three suits of rooms in Wasatch Building, furnished or unfurnished to suit occupant. Apply to N. GROESBECK & SONS, Or Box 442, Salt Lake City.

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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.

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Manufacturer and Dealer in

SALT & BLUE.

BRANSON KNITTER

PRICE, $25.

KNITS A SOCK IN 5 MINUTES

Can teach you to Knit in ONE HOUR.

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Chicago Scale Co.

300 *VARIETIES!*

4 Ton Scale, $60, on Cars at Chicago.

Send for Circulars of KNITTERS and SCALES.

Proprietor Snell's LIME KILNS, Quality Guaranteed.

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

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Utah Red and White Pine of all kinds, eastern Finishing Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

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Red and White Bustic, Ceiling, Siding, Lath, Pickets, Flooring,

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Frames of all Kinds Made to Order Very Cheap!

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Using large quantities ourselves, and coming directly with the manufactories in Car Load Lots, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at very Low Rates.

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LATIMER, TAYLOR & CO.,

One Block East of Depot.

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READY FOR USE FOR

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— MANUFACTURERS OF —

SUPERIOR TABLE CUTLERY,

Pearl, Ivory, Rubber, Bone, Ebony and Rosewood Handles, and Heavily Silver Plated SOLID STEEL KNIVES, also exclusive manufacturers of the

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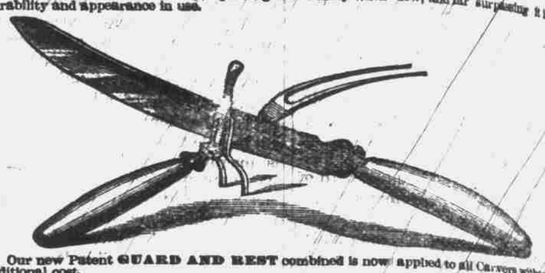
A perfect substitute for Ivory, equalling it in beauty when new, and far surpassing it in durability and appearance in use.



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Lyon's Heel Stiffeners, New England Co.'s Sewing Awls, Hamilton Web Co.'s Boot and Gaiter Webs, Brass and Nickel Heel Plates, Heaton Patent Button Fasteners, Williams Excelsior Lasting Tacks, American Tip Co.'s Leather Shoe Tips, Extra Heavy Shoe Bristles.

THE ABOVE CAN BE PROCURED AT

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GRANITE IRONWARE,

THE ONLY SUITABLE WARE FOR KITCHEN AND HOUSEHOLD USE.

IT DOES NOT RUST OR BREAK, AND CANNOT BE DESTROYED BY FIRE.

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TO MINERS, FARMERS, MUNICIPAL CORPORATIONS & RAILROAD COMPANIES.

THE NEW LIGHT WEIGHT WATER PIPE!