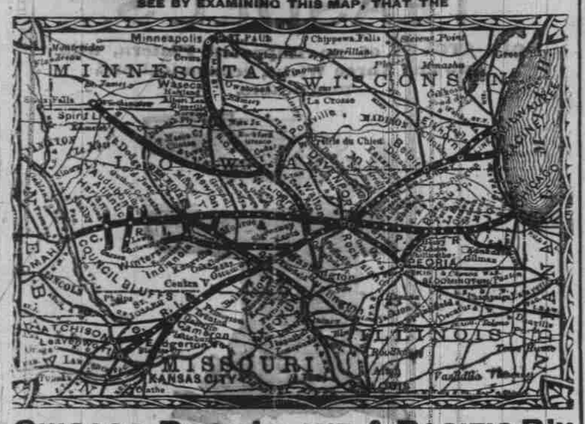
A MAN

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



CHICAGO, ROCK ISLAND & PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivaled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the hundreds of cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE,"

As it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fine Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UPHOLSTERED and ELEGANT DAY COACHES; a line of the MOST MAGNIFICENT HORTON RECLINING CHAIR CARS ever built; PULLMAN'S latest designed and handsomest PALACE SLEEPING CARS, and DINING CARS, that are acknowledged by press and people to be the FINEST RUN UPON ANY ROAD IN THE COUNTRY, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER.

TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

ALBERT LEA ROUTE.

January 1, 1883, a new line will be opened, via Seneca and Kankakee, between Newport News, Richmond, Cincinnati Indianapolis and La Fayette, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

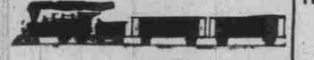
All Through Passengers carried on Fast Express Trains.

For more detailed information see Maps and Folders, which may be obtained, as well as Tickets, at all principal Ticket Offices in the United States and Canada, or of

R. R. CABLE, Vice-Pres't. and Gen'l Manager. E. ST. JOHN, Gen'l Ticket & Pass'r Agent.

CHICAGO.

UTAH CENTRAL RAILWAY.



Pioneer Line of Utah!

The Old Reliable Standard Guage Solid Road Bed---First Class Equipment.

RUNNING BETWEEN

Ogden, Salt Lake, Provo, Nephi, Juab, Milford and Frisco.

ON AND AFTER

August 8th, '88.

Four express trains leave Salt Lake for Ogden daily as follows:

Pacific express at 5:40 a.m.

Atlantic express at 7:15 a.m., Park City Express, 4:00 p.m. Special express at 6:25 p.m. Arrive in Ogden at 7:00 a.m.; 8:40 a.m.; 5:30 p.m. and 7:55 p.m.

Express trains leave Ogden at 5:50 a.m.; 8:30 a.m.; 10:30 a.m. and 6:10 p.m. Arrive at Salt Lake 7:10 a.m.; 10:20 a.m.; 12:00 noon and 7:40 p.m.

Express train leaves Salt Lake daily at 8:0 a.m. for Juab and intermediate stations.

Through express leaves Salt Lake at 2:05 p.m., connecting with Salt Lake Western Railway for Tintic, and connects with San Pete Valley Railway for San Pete and Stage Lines at Milford and Frisco for Southern Utah, Nevada and Arizona.

A Freight train leaves Salt Lake daily at 6:45 a.m. (Sundays excepted), carrying passengers to Smelters at Cottonwood.

Express train from Provo and intermediate points. Arrives at Salt Lake 6:00 p.m.

Through express from Frisco and Milford. Arrives at Salt Lake 9:12 a.m.

JAMES SHARP, Asst Gen. Supt. FRANCIS COPE, Gen. P. & P. Agt.

JOHN SHARP, Genl. Supt.

The Old Reliable to the Front

ON AND AFTER

Monday, August 20th, '83,

AND UNTIL FURTHER NOTICE,

The Utah & Nevada Railway Co

WILL RUN

Bathing Trains Daily to Great Salt Lake,

Leaving Salt Lake City on Week Days at 3:10 a.m. and 4:15 p.m.

RETURNING

Arrive at 3:30 and 7:40 p.m.

ON SUNDAYS,

Leave Salt Lake City at 9:30 a.m., & 4:15 p.m.

RETURNING

Arrive at 2:30 and 7:40 p.m.

FARE for the Round Trip Only FIFTY CENTS.

Children under 10 years of age half fare.

W. W. RITER, Supt. S. F. FENTON, Gen'l Fr't & Pass. Ag't

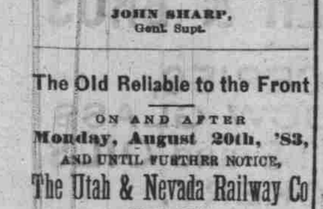
AGITATOR

What Farmers & Threshermen say about the Agitator. Manufactured by

J. I. CASE T. M. CO. RACINE, WI

"Don't Change it." "Perfect as it is."

IN GRAIN, FLAX, TIMOTHY, CLOVER, AND PEA



PORTABLE (8, 10, 12 and 16 Horse)

TRACTION (8, 10, and 12 Horse,

STRAW-BURNING (Portable only, 8, 10, 12, 16 Horse)

And 8, 10, 12, 16, 20, 25 and 30 Horse

SKID ENGINES!

We make the most Practical Straw-Burning Engine in the World.

The Popular Double Pinion 4-Wheel Woodbury Horse-Power Reversible Bull Wheel. Runs either way. Low or High Speed. The BEST Power made. Ours Exclusively.

Do you live near Timber? If so, buy our

PORTABLE SAW MILL

Take it to the timber. SAVE HAULING Logs to the Mill. 5,000 TO 10,000 FEET PER DAY.

ALL MACHINERY WARRANTED. Write for Catalogue. Costs Nothing

DENVER AND RIO GRANDE RAILWAY.

THE NEW

POPULAR TRANS-CONTINENTAL ROUTE

NOW OPEN FOR

BUSINESS,

BETWEEN

OGDEN, SALT LAKE, LEADVILLE, Red Mountain, Gunnison,

—AND—

SAN JUAN MINING DISTRICTS,

PEUBLO, DENVER,

And all points on the entire system in

Utah, Colorado and New Mexico.

ON AND AFTER

SUNDAY, JULY 1st, 1883.

The Atlantic Express Train, composed of Pullman Palace Sleeper and elegant first-class coaches, will leave Ogden daily at 8:42 a.m. (on arrival of train from San Francisco) and Salt Lake City at 10:20 a.m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Pittsburg, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

The Pacific Express Train from Denver, Pueblo and Eastern points will arrive in Salt Lake City daily at 8:05 a.m. and Ogden 7:40 a.m. making direct connection with the Central Pacific Trains for the Pacific Coast.

Local Trains leave Springville at 6:57 a.m., Salt Lake City 9:20 a.m., arriving in Ogden 10:40 a.m.; returning, leave Ogden 2:47 p.m., Salt Lake City 4:30 p.m., arriving at Springville at 6:47 p.m.

Leave Salt Lake City for all points on Bingham and Alta Branches at 7:32 a.m., arrive 9:22 p.m.

For Scofield and Coal Mine, leave Salt Lake City 10:20 a.m., arrive 6:48 p.m.

An Accommodation Train will leave Pleasant Valley Junction at 7:47 a.m., Thistle 10:57 a.m., Springville 12:43 p.m., Provo 1:32 p.m., arriving at Salt Lake City at 6:02 p.m. This train will run daily except Sundays.

Passengers will not be carried on Freight Trains.

D. C. DODGE, Gen'l Manager. F. C. NIMS, Gen'l Pass. Agent.

HENRY WOOD, Gen'l Sup't. E. A. MUDGETT, Gen'l Ag't. Pass. Dep't.

Salt Lake City.

THE SHORTEST

—AND—

MOST DIRECT

Route to the East

IS VIA THE

ATCHISON, TOPEKA & SANTA FE

Which connects in a Union Depot at

PUEBLO

WITH THE

Denver & Rio Grande Ry.

This New Line

Is Splendidly Equipped with

Pullman Sleeping Cars,

Elegant Day Coaches,

STEEL RAILS, BEST RAILROAD BATING HOUSES IN THE COUNTRY, INSURING

SPEED! SAFETY! COMFORT! LUXURY!

Quickest Time to the Missouri River.

JOHN L. TRUESLOW, Gen. Trav. Agent, Topeka, Kan. W. F. WHITE, Gen. Pass. & Ticket Ag't Topeka, Kan

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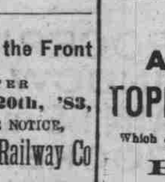
KENNEDY'S



BITTERS

COMPOUNDED WITH

MINERAL WATER.

BEST

REMEDY IN THE WORLD!

FOR

Rheumatism, Constipation, Biliousness, Lung Diseases, Dyspepsia, Sedentary Diseases, Kidney Complaint, Impure Blood.

ILER & CO.

PROPRIETORS AND SOLE MANUFACTURERS,

OMAHA, NEB.

SOLD BY DRUGGISTS, GROCERS AND WINE MERCHANTS.

TUTT'S PILLS

TORPID BOWELS, DISORDERED LIVER, and MALARIA.

From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Eructations of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine TUTT'S PILLS have no equal. Their action on the Kidneys and skin is also prompt; removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work and are a perfect

ANTIDOTE TO MALARIA.

Sold everywhere 25c. Office 44 Murray St. N.Y.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of $1. Office, 44 Murray Street, New York.

TUTT'S MANUAL OF USEFUL RECEIPTS FREE.

LONDON BANK OF UTAH,

LIMITED.

22 GREAT WINCHESTER ST., LONDON,

—AND—

Salt Lake City, Utah.

Authorized Capital, ... $775,640

Subscribed " 242,575

Shareholders liable for amount uncalled on Shares.

Drafts payable in England, Scotland or Ireland, and at low rates of exchange.

Interest allowed on Certificates of Deposit, payable on demand.

Advances made and approved notes discounted at low rates of interest.

E. AUSTIN, Manager.

U. S. DEPOSITORY.

DESERET NATIONAL BANK,

SALT LAKE CITY.

PAID UP CAPITAL, - $200,000

SURPLUS, - - $150,000.

H. B. CLAWSON, President. WM. JENNINGS, Vice-Pres't. THOMAS ENGLISH, JOHN SHARP, WM. W. RITER, C. S. HILLS, Cashier, JAS. T. LITTLE, Asst. Cashier. } DIRECTORS.

RECEIVES DEPOSITS PAYABLE ON DEMAND.

Buys and sells exchange on New York, San Francisco, Chicago, St. Louis, Omaha, London, and principal Continental Cities.

Makes Collections, remitting proceeds promptly.

WM. PETERSEN

BUTCHER,

1226 *First South Street, Second Shop from East Corner,*

Dealer in all kinds of MEAT in season. Meat ordered by Telephone will receive prompt attention to the satisfaction of patrons. All kinds of

SAUSAGES

A SPECIALTY.

WILL POSITIVELY CURE RHEUMATISM, Fever and Ague, Dyspepsia, Kidney and Liver Complaints, Female Weakness, General Debility, etc., etc. Price $10.

Also, RUPTURE cured in 30 to 90 days by Dr. Pierce's Pat. Magnetic Elastic Truss. MAGNETO ELECTRO TRUSS & BELT CO., 704 Sacramento St., San Francisco, Cal.

Over 3,000 cures made. No Taking up stairs, over Salt Lake Tea Store, 1st South St., (Kimball Block) Salt Lake City.

HAYNES & SON.

STEAM BOILER MAKERS,

AND ALL KINDS TANKS, COOLERS, KETTLES, PANS, ETC.

Shop, 254 Meeks East of Depot.

P. O. BOX, 535, SALT LAKE CITY

General Repairing Done Promptly

ALL WORK GUARANTEED.

Order by any Post Office by mail. Prompt attention given. d132 tf

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Overland House,

Three Doors South of Walker House,

Main St., Salt Lake City, Utah

Better accommodation at Less Rates than any other Second-Class House in the City.

TERMS:

$1.00 TO $1.75 PER DAY, ACCORDING TO ROOM.

W. A. PITT, Proprietor.

Take the Street Cars that pass to and from the Depot, and pay no attention to Runners from other Houses.

NOTICE.

OFFICE OF GERMANIA LEAD WORKS, Salt Lake City, April 28th, 1883.

THOMAS R. JONES IS THE DULY AUthorized Manager and Agent of the Germania Lead Works, and the office of the Company in Utah is at the Banking House of T. R. Jones and Co. at 141 Main Street, Salt Lake City.

E. E. EYRE, Vice President and Acting President. d 134 tf

HAGELL'S EATING HOUSE.

E. NEWBERY

HAS TAKEN THE BUSINESS OF MR John Hagell, and is now prepared to furnish

HOT DINNERS FROM 12 to 2 p.m

Every day, exclusive of Sundays.

HOT MEAT PIES, ETC.

Lunches Put Up for Travellers.

Dinners gotten up for Private or Public Parties, in the French, English and American styles. All orders promptly attended to in a satisfactory manner and on reasonable terms. Wedding or other cakes made to order.

E. NEWBERY, 55 First South St., Opposite Theatre

HEALTH IS WEALTH!

DR. E. C. WEST'S NERVE AND BRAIN TREATMENT, a guaranteed specific for Hysteria, Dizziness, Convulsions, Fits, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the brain resulting in insanity and leading to misery, decay and death, Premature old age, Barrenness, Loss of power caused by over-exertion of the brain. Each box contains one month's treatment. $1.00 a box, or six boxes for $5.00, sent by mail prepaid on receipt of price.

WE GUARANTEE SIX BOXES To cure any case. With each order received by us for six boxes, accompanied with $5.00 we will send the purchaser our written guarantee to refund the money if the treatment does not effect a cure. Guaranteed issued only by E. C. M. I. Drug Store, Salt Lake City, Utah. (1) 461

EVENING NEWS.

Thursday, August 30, 1883.

Awakening Palestine by Steam.

[From the Sacramento *Record-Union.*]

Palestine is at last to have a railway. It would seem at first glance that there is something remarkable in the fact that the Holy Land has so long remained free from the invasion of this mighty engine of progress. But a closer examination of the conditions will convince the thoughtful that the road has come quite in the proper time, and just as soon as there was warrant for the venture. That no line has heretofore been attempted sufficiently testifies to the dead and alive condition of that historic country. The proposed road is to be laid between Acre, on the Mediterranean, and the ancient city of Damascus, and will be called the Hamidie Railroad, after the Sultan Abdul Hamid. The franchise has been conceded to a dozen men, half of whom are Moslems and half Christians. All, however, are Ottoman subjects and residents of Syria. The Messrs. Sursook, bankers, well known in Europe, are large stockholders in the company. They own the greater part of the plain of Esdraelon, along the easterly side, of which the railway will be constructed. The road will skirt the bay of Acre, on the shores of Galilee, and cross thence the river Kishon, turn eastward and hug the base of Mount Carmel, pass through the gorge between it and the Galilee hills, and enter the plain of Esdraelon. Thus it completely skirts the borders of Galilee on the south and Samaria on the north. The station of Nazareth will be twelve miles from that village, but a branch line will run to the foot of the hills in a brief time after the trunk line is laid. The grade in twenty miles rise from the sea level will be but 250 feet. The road crosses—for it is already partly laid out—the watershed to descend into the plains of Jezreel, and thence it reaches the river Jordan, and from its waters, by an easy incline, it proceeds to Beisan, the ancient Bethsheba. From that point it enters a section notably malarious, historically dangerous to travelers, and traversed chiefly by bands of nomadic Arabs, whom the stranger does not care to meet. But this region, by proper system of drainage, to which it is by nature admirably adapted, since all that is needed is to open slight ditches through the bottoms, can be made to blossom as the rose. It is rich to tropical extravagance, and the soil is about as nearly perfect as can be desired. The line will pass from this section of the valley of the Jordan by gentle descent until a point is reached 800 feet below the sea level, and from there will continue north to Djr-el-Medjamieh. Near this ancient Roman bridge, still crossed by the camel caravans transporting the valuable produce of Hauran to the coast, the company will build a bridge for the road, spanning the Jordan with the best approved trussel work of this age. Here will be presented a curious contrast—close beside the massive masonry of dead ages will rise the light and unromantic structure of the nineteenth century, and the civilizations of two widely separate periods will be brought into comparison by their handiwork in one branch of architecture. After crossing the Jordan (which though here spoken of as having been touched and then departed from, it must be remembered, is because of the tortuous character of the stream, which, in a direct line of sixty miles after leaving Gennesaret, traversing 200 miles of course), the line follows the general trend of the stream to its confluence with the Nahr Yarmuk, and crossing it, makes for the ridge overlooking the lake of Tiberias or else the lake of Gennesaret or Sea of Galilee, and is thus to the east of the waters and well on its way to distant Damascus. To this point only have the surveys, according to the latest report, been completed. The route thence is not definitely settled upon, for there is a question of some heavy grades involved as against the desirability of touching certain sections en route. In one of these routes the grade will in 15 miles require something over 3,000 feet to be overcome. Probably the road will be run along the east shore of the lake—here 620 feet below the level of the Mediterranean—to the stream known as the Wady Semakh, and pass directly by the steep place where the swine, which we are told were possessed by devils, rushed down into the sea. When the plateau is reached the road will cross the rich lands of Jaulan, and the great grain-growing region of Hauran, and will throw out a feeder to Mezrib, the chief grain emporium of the district and the principal halting place of the pilgrims from Damascus to Mecca. Steam tugs are to be placed upon the silent waters of Gennesaret, and the solemn stillness of the region is to be broken by the screech of their whistles as they touch at modern-built landings on its shores. The entire length of the road will be but 130 miles, or but very little more at best. It is estimated that in grain carriage alone it will secure sufficient business to insure a good return for the capital to be invested. The road will certainly change the whole face of the country by stimulating industries which, without the road, cannot exist, as the natural roads of the land are exceedingly difficult, and have been but little improved by art, and the means of transportation are rude and uncertain. A great quantity of land fit for wheat growing will be brought into use, and soon echo to the hum of modern agricultural machinery as the harvests are gathered in. The revival of agriculture will stimulate other industries, and thus the Holy Land will be rejuvenated, and by the strong arm of commerce set free from the sleepy slavery of the orient. The olive, the fig, the pomegranate, now largely cultivated, will be even more industriously attended to and made sources of revenue. The famous grapes of Palestine, remarkable for their size and flavor, will possibly reach European table; the barley, maize, rye and the tobacco and cotton of the land will be still more cultivated, and as the people become accustomed to rapid means of transport, they will be led to habits of industry such as they are now strangers to, while the construction of this line of railway will sooner or later lead to the building of other lines, and thus the half deserted land of Canaan, infused with new life, will be transformed from a relic of the past to an active agency in the work of the busy present.

The commercial effects in detail of this introduction of the railroad into the Holy Land, the new relations it will cause it to sustain to the business of the world in general, the effect of the probable entry of its enlarged products in modern marts, the social changes that will in time be brought about—these are topics pregnant with speculation for extended essays.

His Recipe.

A communication was received from Joseph on Jackson, an honorable member of the Lime Kiln Club, residing in Washington, who made inquiries of Brother Gardner had a recipe for telling a ripe watermelon from a green one. If so, the Commissioner of Agriculture wants it at once and would send the club enough seed to raise five acres of Canada thistles.

"Yes, I recon, I hab a recipe dat nebber fails," replied the old man. "When I feels de need of a watermellyon tonic I goes down to de market an' look around. It de fust place, pick fur a mellyon dat am well built an' well roofed over. Let yer mellon be all body an' no legs. Put it on de floo' an' press on it. Listen fur a cracklin' noise. Den roll it along an' see if it looks chunky. Den ax de man if he am sush it am ripe. Den thump it some mo'. Den remark dat you won't take it unless it am plugged. If de plug shows up red an' juicy an sort o' angelic, take de mellyon home. Dar am three chances outer five dat it ain't half ripe, but you kin take revenge by dividin' wid your naybur if it am green."—*Detroit Free Press.*

TRUE Temperance

Is not signing a pledge or taking a solemn oath that cannot be kept, because of the non-removal of the cause—liquor. The way to make a man temperate is to kill the desire for those dreadful artificial stimulants that carry so many bright intellects to premature graves, and desolation, strife and unhappiness into so many families.

It is a fact! BROWN'S IRON BITTERS, a true non-alcoholic tonic, made in Baltimore, Md., by the Brown Chemical Company, who are old druggists and in every particular reliable, will, by removing the craving appetite of the drunkard, and by curing the nervousness, weakness, and general ill health resulting from intemperance, do more to promote temperance, in the strictest sense than any other means now known.

It is a well authenticated fact that many medicines, especially 'bitters,' are nothing but cheap whiskey vilely concocted for use in local option countries. Such is not the case with BROWN'S IRON BITTERS. It is a medicine, a cure for weakness and decay in the nervous, muscular, and digestive organs of the body, producing good, rich blood, health and strength. Try one bottle. Price $1.00.

GROW & EDWARD,

Carpenters & Builders,

South Temple Street, three quarters of a block west of Temple Block.

W. B. WOLFE W. J. PATTON, J. B. WOLFE

WOLFE, PATTON & CO., Limited,

SUCCESSORS TO

STEWART BROS. CO.,

Manufacturers of and Dealers in

BRUSHES

OF ALL KINDS.

Factory, 139 Liberty Street,

RETAIL STORE, 118 WOOD ST., PITTSBURGH.

For sale at Z. C. M. I., Godbe, Pitts & Co., G. F. Culmer & Co., Barnes & Davis, Moore, Allen & Co., R. Alt, S. P. Teasdel, Geo. M. Scott & Co., Cunnington & Co., Clark, Eldredge & Co., Sears & Liddle.

GRANITE IRONWARE.

For BROILING, BAKING, BOILING, PRESERVING.

Is LIGHT, HANDSOME, WHOLESOME, DURABLE.

The Best Ware Made for the Kitchen.

PRICKLY ASH BITTERS

The majority of the ills of the human body arise from a derangement of the Liver, affecting both the stomach and bowels. In order to effect a cure, it is necessary to remove the cause. Irregular and Sluggish action of the Bowels, Headache, Sickness at the Stomach, Pain in the Back and Loins, etc., indicate that the Liver is at fault, and that nature requires assistance to enable this organ to throw off impurities.

Prickly Ash Bitters are specially compounded for this purpose. They are mild in their action and effective as a cure; are pleasant to the taste and taken easily by both children and adults. Taken according to directions, they are a safe and pleasant cure for Dyspepsia, General Debility, Habitual Constipation, Diseased Kidneys, etc., etc. As a Blood Purifier they are superior to any other medicine, cleansing the system thoroughly, and imparting new life and energy to the invalid. It is a medicine and not an intoxicating beverage.

ASK YOUR DRUGGIST FOR PRICKLY ASH BITTERS, and take no other. PRICE, $1.00 per Bottle.

PRICKLY ASH BITTERS CO., SOLE PROPRIETORS St. Louis and Kansas City, Mo.

WATSON BROS.,

STONECUTTERS & BUILDERS.

Tombstones, Monuments, Marble Mantels, Iron Mantles, Grates and Hearth Stones.

1275 & 1280 SOUTH TEMPLE ST., Opposite Assembly Hall.

JOHN PETERSON.

ALL KINDS OF

STONE CUTTING & MONUMENTAL WORK

No. 85, First South Street, east of Deseret Bank. P. O. Box, 276.

THE FAMOUS

Breakwater Churn!

BUTTER Made in from one-and-a-half to three Minutes.

A Thermometer furnished with each Churn. For Sale by

H. B CLAWSON, SALT LAKE CITY.

d132

LEGAL NOTICE.

NOTICE IS HEREBY GIVEN THAT, IN pursuance of an order of the Probate Court of the County of Salt Lake, Territory of Utah, made on the 22d day of August, 1883, in the matter of the Estate of Elisabeth Shearman, deceased, the undersigned, the Administrator of said Estate, will sell at Private Sale, to the highest bidder for cash in currency of the United States, and subject to confirmation by said Probate Court, on Tuesday the 11th day of September, 1883, all the right, title, interest and estate of the said Elisabeth Shearman, at the time of her death, and all the right, title and interest that the said estate has, by operation of law or otherwise, acquired other than or in addition to that of the said intestate at the time of her death, being an undivided one half interest in and to all those certain lots, pieces or parcels of lands situate, lying and being in the City and County of Salt Lake, Territory of Utah, described as follows, to wit:

All of lot three (3), and the south half of lot four (4), in block fifty-five (55), Plat "B," Salt Lake City Survey, containing in all 300 square rods.

Also, the south half of lot one (1), in block sixty-eight (68), Plat "A," Salt Lake City Survey, containing 100 square rods.

Also, a part of lot two (2), in block fifty two (52), Plat "B," Salt Lake City Survey, commencing 105 feet west from the southeast corner of said lot, running thence west 85 feet, thence north 99 feet, thence west 80 feet, thence north 66 feet, thence east 165 feet, thence south 165 feet to the place of beginning, containing 70 247/320 square rods more or less.

Also, the east half of lot one (1), in block thirty-four (34), Plat "F," Salt Lake City Survey, containing 100 square rods.

Terms and conditions of Sale: Cash in Currency of the United States.

Bids or offers will be received at any time during the week ending September 15th, 1883.

All bids or offers must be in writing and left at the office of the undersigned at the store of Cunnington & Co., in Salt Lake City, Utah Territory, or delivered to the undersigned personally.

ALEXANDER ROGERS, Administrator of the Estate of Elizabeth Sherman, deceased. d 232 7t

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NEW SHOPS!

JOSEPH WALKER,

(Late Manager of Deseret Carriage and Wagon Co.)

MANUFACTURER OF

CARRIAGES, SPRING WAGONS, Etc., Etc.

ALL KINDS OF

Carriage, Wagon

—AND—

BLACKSMITHING WORK

Done in a satisfactory manner.

CARRIAGE PAINTING AND TRIMMING A SPECIALTY.

JOSEPH WALKER, State Road, Three-fourths of Block South of Theatre, SALT LAKE CITY.

LUMBER YARD AND Planing Mill,

HALF-A-BLOCK EAST OF DEPOT.

Lumber,	Doors,
Lath,	Sash,
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