

itates travel and traffic in either direction between the Atlantic and Pacific. The Rock Island main line and branches include Chicago, Joliet, Ottawa, I.a Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Musca-tine, Washington, Fairfield, Ottumwa, Oskalocsa, West Liberty, Iowa City, Des Moines, Indianola, Winterset, Atlantic, Knozville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, St. Joseph, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Watertown in Dakota, and hundreds of intermediate cities, towns and villages.

THE GREAT ROCK ISLAND ROUTE

Guarantees Speed, Comfort and Safety to those who travel over it. Its roadbed is thoroughly ballasted. Its track is of heavy steel. Its bridges are solid structures of stone and iron. Its rolling stock is perfect as human skill con make it. It has all the safety appliances that mechanical genius has invented and exportence proved valuable. Its practical operation is conservative and method-ical-its discipline strict and exacting. The luxury of its passenger accommoda-ticas is unequaled in the West-unsurpassed in the world. ALL EXPRESS TRAINS between Chicago and the Missonri River consist of comfortable DAY COACHES, magnificent FULLMAN PALACE PARLOR and SLEEPING CARS, elegant DINING CARS providing excellent meals, and -between Chicago, St. Joseph, Atchison and Kansas City-restful RECLINING OHAIR CARS.

THE FAMOUS ALBERT LEA ROUTE

Intervences of patrons, especially families, ladies and children, receive from officials and employees of Bock Island trains protection, respectful courtesy and the second patrons.

E. A. HOLBROOK Gos'l Tkt. & Pass, Agt., Chicago.

E. ST. JOHN.

Ass't Gen' M'g'r, Chicago.

R. R. CABLE. Pres't & Gen'l M'g'r, Chicago.

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WITHOUT CHANGE OF CARS. PULLMAN BUFFET - ARD - SLEEPING CARS On all Through Passenger Trains. ST The Only Line from Satt Late City Running SLEEPING CARS FREE for the use of Passengers holding Become class and Emigrant Schete.	Sait Lake County, Territory of Utan, bounded and described as follows, to-wit: All of Lot No. one (1), Block No. forty- three (43), Plat B, Sait Lake City Survey. He respectfully solicits offers therefor, which must be in writing and left at Mr. Z. Snow's law office in said cuty, No. 71½ C., Second South Street, on or before October 15th, 1887. Any offer made and adopted will be sub- ject to the approval of said court. No ac- ceptance will be made until on or after the said 15th day of October next. Terms, cash, to be paid before the deed is made. ISAAC SEARS, Administrator of said estate. Per Z. Snow, Attorney. dl m Sait Lake City, Sept. 12, 1887.	BARTON & CO., 44 Main Street. WE ARE PLEASED TO INFORM THE public that our increased trade has demanded unusually large purchases of Fall and Winter Goods. We have enlarged our store to make room for our new stock, and secured the services of A. S. Geddes to assist in the management of the businecs; so that we now can suit all. Our lines in men's, boys' and children's CLOTHING, FURNISH- INGS, UNDERWEAR, HATS, CAPS, etc., are complete, and will be sold at prices that will compare with the lowest. Mr. Geddes is a member of the Firm, but has been employed, for the last four years, as principal of the 16th District School. We knolly invite our many friends and the		SEWING	FAC	
THE ATLANTIC EXPRESS Leaves Ogden Daily at 9:40 a.m.; Leaves Salt Lake (ifty Daily at 11:15 mm. Direct connection is made at Pueblo and Denver or Omaha, Kansas City and all points East. THE PACIFIC EXPRESS Arrives at Salt Lake City from the East at 4:30 p.m., and leaves for Ogden at 4:40 p.m. arrives at 6 p m., making connection with the Central Pacific for the West, LOCAL TRAINS Leave Salt Lake City for Bingham and Alta at 7:30 a.m., for Orden, 8:15 a.m. and 4:40 p.m., for Spiringville, 6:20 p.m. Arrive at Salt Lake City from Bingham and Alta, 4:25 p.m., from Ogden. 11:06 a.m. Tekets for all points East and West can s purchased at the Depot Office and City Ticke Office, White House corner, Salt Lake City, W.H.BANCROFT, D.C.BODGER, J.H.BERRETT Gen. Sopt. Men Panager, Gen. Fast. Art	CASE Paid for Clean, DRY STRAW, AT THE DESERET PAPER MILL, Mouth of Big Cottonwood, AT THE BATE OF \$5.00 per ton loose, OR \$6.00 per ton baled.	ALL PERSONS INTERESTED THERE. ALL PERSONS INTERESTED THERE. In our of the stockholders of the stockholders of the Utah and Salt Lake Ca- na Company, will be held at the office and place of its general business. If w. North Temple Street, Salt Lake City, on Saturday, October 1st, 1887, at 11 a. m. There are several matters that should be considered by the stockholders, but the most important question is, how shall what water, of right belonging to the com- pany be obtained, retained and used for the purposes for which the canal was con- structed? for homes and fortunes are at the stockholders. E. SMITH, Sept. 15, 1887. data	SUX-CORD Spool Cotton WHITE, BLACK AND COLORS, FOR I and and Machine Use.	MACHINES.	TORY	

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