THE EVENING NEWS.

Confessions of a Mormon.

[BY A SPECIAL CORRESPONDENT.]

Among the Thousand and One Nights which I have spent in an examination of the different religious bodies in London, there is one community which has hitherto dodged me like a spirit of the wisp. It is that of the Latter-day Saints. Some sects have gone to seek me, like an aged widow goes in a hall room, only to warm the soft impeachment at last that they really intend to be taken notice of, though they did talk of "rude men" at first, and somewhat too positively state their wish to "blush unseen." But Mormonism was determined not to be "done." So was I, however, and I have here to record my victory. I have interviewed an elder too fresh from Utah to be proof against my wiles. I have been face to face with a gentleman redolent of the air of the Great Salt Lake. I know—if not all about spiritual wives—a great deal more than I did a day or two since; and, with the impetuosity of a tyro, I hasten to unbosom. My ideas may be crude, for the Book of Mormon and the principles of nineteenth-century polygamy are not to be assimilated with a hop, skip, and a jump; but they have at least the merit of freshness. I have the latest intelligence from Utah. My knowledge has been long delayed, but it is posted up to the present time at all events.

Two or three Sundays ago I saw by an advertisement in the newspapers that the Saints were going to hold a conference in Limehouse. Bishops and elders from the Salt Lake were to preside, and immediately, as Melancholy did the youth in Gray's elegy, I "marked them for my own." The Sunday of course, was wet—all the Sundays were, just about the fag-end of October and the beginning of November—and Limehouse was not exactly the most enticing quarter of the metropolis to tempt one's steps on a Sabbath eve; but I would go if I had to swim the distance. A facetious passenger in the omnibus, gorgeous with Brummagem jewellery and fragrant with rose hair-oil, remarked that the rain put him in mind of the eve of the deluge. Limehouse was sludgy beyond a doubt, and the City churches seemed to be drawing, if possible, smaller congregations than usual as we paddled our weary way along amid the clanging bells that Sunday evening. After a long and most amphibious journey, we got to our destination, which was some public hall whose high-flown title I had forgotten. This was the rendezvous for the time being, of the Saints; and in I went with that boldness which I have gained by much frequenting strange places of worship. Time was when I used to hang about modestly at the door, half hoping that one of the faithful, seeing my state of heathen darkness, would step out and ask me in. But I did not hesitate that evening, or at least only for a moment.

Some twelve or fourteen gentlemen were arranged in a semicircle on the stage, sitting in chairs like a troupe of plous Christy Minstrels, and they kept on making speeches one after the other, none of which attracted me in the least, because they all shirked the question which was uppermost in my mind, and I fancy is uppermost in the mind of most of the unregenerate, in reference to Mormonism. They spoke of their persecutions, and how it was sufficient to say of a man "he's a Mormon" to excite him from the pale of respect. They invited the East-enders to come out to Utah and prosper. They told us they had "emigrated" 150 from London last year—and really that was all. The night's entertainment was a mixture of anything, from Evangelicals down to Jumpers; there was nothing distinctive. And yet it was with light heart that I went home again and read President Smith's "Answers to Questions, including the Revelation on Celestial Marriage," which I bought in the Hall for fourpence-halfpenny, and devoured as well as the light of the railway carriage would let me. Light-hearted I say, because I had got the address of Elder Burton, President of the London Conference. I had run my latter-day Saints to earth at last.

I wrote to this same Elder Burton, and asked an interview, which he graciously accorded me, and of which I need scarcely say, I gladly availed myself. I found Bishop's grove, Islington, where he resided, a little unepiscopal *cul-de-sac* close to Dalston Junction. The passage was dark when I entered, so that I could only see that it was a female who let me in. She deposited me at once in a cosy front parlor, and saying, "Brother Burton, gentleman!" I finished down the stairs or into the back parlor—I have no notion which! Elder Burton, whom I recognized again, had another gentleman [Mr. Squires] with him, who I soon found had that very day arrived from Utah, where he held no less a post than that of Office to Brigham Young himself. I was delighted. I was actually in presence of one who had shaven the President's saintly face! We proceeded to business at once. Elder Burton "said" his fortune what was the principal question in my mind in reference to "the body," and I flatter myself I blushed becomingly, as I simpered "the ladies." I wanted to ask about "celestial marriage," respecting which I got no information at the Limehouse Conference. In fact, I told him that I failed to gain any distinctive idea of his tenets there. "Was not that," said the elder, who was grave and sedate, but Yankee to the marrow, "because you came with your mind running on one idea, and you took no notice of anything else?" I thought the elder's explanation very probably correct; and he then begged me to notice, as a preliminary fact, that polygamy was no rationale of the ill-repute of Mormonism. Persecution preceded the custom, and was, so said the elder, due to the fact that the Saints revived primitive Christianity—that one uniform claim of all the sects. "You try and revive the teaching of Christ in your Church," said Elder Burton, "and you'll be persecuted just as we were persecuted." I forget what I said in reply, but I never learnt his name—not in a wild chronological remark to clinch me. The doctrine of polygamy was not publicly proclaimed until 1852. It was believed in before, but not formulated till then, and Smith was "martyred" in 1844. "So you see it couldn't have been plurality that brought us into disrepute. No, it was primitive Christianity."

(TO BE CONTINUED.)

TO EVERYBODY.

We desire to call the attention of the public to our full and complete stock of Silk and Winter Clothing, consisting of the latest styles and patterns, all of our own manufacture. The immense facilities we have enable us to sell them from 15 to 20 per cent. less than any other house in this city. The goods we will supply at wholesale to Merchants. Cor. Broadway & Leonard St., Main St., S. L. City. New York. d284 1y

WAGON FOR SALE.

A STRONG Spring Wagon, nearly new, with Canopy Top, Cushions, etc. Apply to A. H. TAYLOR. d288 1m

BATHS!

WARM SPRING BATHS.

Private & Plunge.

THESE celebrated baths are open to the public at all seasons. Their medicinal properties are so widely known that it is unnecessary to enumerate the diseases for which they are a specific. Hours for Ladies and Gentlemen are from 6 a.m. to 8 p.m. Omnibuses leave the Hotel Utah every morning for the Baths. Fare 25 cents. d284 1y H. ARNOLD.

Post Office Department,

WASHINGTON, D. C., October 1, 1873.

PROPOSALS will be received at this Department until 3 p.m. of February 9, 1874, (to be decided on or before March 2, 1874,) for conveying the mails of the United States in the Territory of

UTAH,

From July 1, 1874, to June 3, 1878,

On the routes and for the compensation hereinafter specified; the same being established at the session of the Congress, and from the action of the 42d Congress, and others.

(Bonds for carrying the mails and instructions will be issued soon.)

An Act of Congress of June 3, 1872, requires that bids of $50,000 and upward be accompanied by a certified check or draft equal to five per cent of the bid.

UTAH.

41101 From Salt Lake City, by Lake Point, Stockton, and Jacob's City, to Ophir, 35 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 5 a m;
Arrive at Ophir next days by 4 p m.
Leave Ophir daily, except Sunday, at 8 a m;
Arrive at Salt Lake City next days by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 28 miles and back, three times a week.
Leave Salt Lake City Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Bingham Canyon by 3 p m.
Leave Bingham Canyon Monday, Wednesday, and Friday at 6 a m;
Arrive at Salt Lake City by 2 p m.

41103 From Salt Lake City, by Paper Mill and Parley's Park, to Wanship, 35 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 7 a m;
Arrive at Wanship by 1 p m;
Leave Wanship Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Salt Lake City by 4.30 p m.

41104 From Salt Lake City, by West Jordan, to Herriman, 20 miles and back, once a week.
Leave Salt Lake City Thursday at 6 a m;
Arrive at Herriman by 12 m;
Leave Herriman Thursday at 1 p m;
Arrive at Salt Lake City by 7 p m.

41105 From Salt Lake City, by Granite City, to Alta, 27 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 7 a. m;
Arrive at Alta by 4 p. m;
Leave Alta Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Salt Lake City by 4 p m.

41106 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Friday at 4.30 p m;
Arrive at Grantsville by 7 p m;
Leave Grantsville Friday at 1 p m;
Arrive at Tooele by 4 p m.

41107 From Ophir, by Lewiston and Camp Floyd (n. o.), to Fairfield, 15 miles and back, once a week.
Leave Ophir Monday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Monday at 1 p m;
Arrive at Ophir by 6 p m.

41108 From Lehi City, by American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Mona, Salt Creek, Levan, Chicken Creek, Scipio, Holden, Fillmore City, Meadow Creek, Cove Creek, Beaver, Adamsville, Minersville, and Panaca, to Pioche (Nev.), 325 miles and back, once in four days.
Leave Lehi City daily, except Sunday, at 5 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 5 a m;
Arrive at Lehi City in four days.
New service.

41109 From Provo City, by Cedar Valley, Fairfield, and Frontier, to Eureka, 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka next days by 12 m;
Leave Eureka, Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Lehi City next days by 7 p m.

41110 From Alpine City to American Fork, 6 miles and back, once a week.
Leave Alpine City Friday at 1 p m;
Arrive at American Fork by 3 p m;
Leave American Fork Thursday 3.30 p m;
Arrive at Alpine City by 5.30 p m.

41111 From Provo City, by Midway, Heber, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 79 miles and back, twice a week.
Leave Echo City Monday and Friday at 6 a m;
Arrive at Echo City next days by 6 p m.
Leave Echo City Wednesday and Saturday at 6 a m;
Arrive at Provo City next days by 6 p m.

41112 From Payson, by Goshen, Diamond, and Silver City, to Eureka, 45 miles and back, three times a week.
Leave Payson Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka by 6 p m;
Leave Eureka Tuesday, Thursday, and Saturday at 4 a m;
Arrive at Payson by 6 p m.

41113 From Salt Creek, by Fountain Green, Fairview, Mount Pleasant, Manti, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Richfield, Inverary, and Monroe, to Bullion, 145 miles and back, three time a week.
Leave Salt Creek, Monday, Wednesday, and Friday at 6 a m;
Arrive at Bullion next days by 6 p m;
Leave Bullion Monday, Wednesday, and Friday at 6 a m;
Arrive at Salt Creek next days by 7 p m.
New service.

41114 From Bullion, by Marysville, Panguitch, Hillsdale, Glendale, and Mount Carmel, to Shoonesburgh, 125 miles and back, once a week.
Leave Bullion Monday at 6 a m;
Arrive at Shoonesburgh Wednesday by 6 p m;
Leave Shoonesburgh Thursday at 6 a m;
Arrive at Bullion Saturday by 6 p m.

41115 From Holden to Deseret, 35 miles and back, once a week.
Leave Holden Monday at 6 p m;
Arrive at Deseret by 12 m;
Leave Deseret Tuesday at 6 a m;
Arrive at Holden by 12 m.

41116 From Beaver, by Paragonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarraville, New Harmony, Bellevue, Toquerville, Leeds, Harrisburg, and Leeds, to Washington, to St. George, 125 miles and back, three times a week.
Leave Beaver Monday, Wednesday, and Friday at 6 a m;
Arrive at St. George next days at 7 p m;
Leave St. George Monday, Wednesday, and Friday at 6 a m;
Arrive at Beaver next days at 7 p m.
New service.

41117 From Cedar City, by Iron City, Pinto, F. H. Hamblin, Hebron, and Clover Valley (Nev.), to Pioche, 114 miles and back, once a week.
Leave Cedar City Monday at 6 a m;
Arrive at Pioche Wednesday by 6 p m;
Leave Pioche Thursday at 6 a m;
Arrive at Cedar City Saturday by 6 p m.

41118 From Toquerville, by Duncan's Retreat, Grafton, Rockville, Springdale, Shoonesburgh, Winsor, and Kanab, to Johnson, 88 miles and back, once a week.
Leave Toquerville Monday at 6 a m;
Arrive at Johnson next day by 7 p m;
Leave Johnson Wednesday at 6 a m;
Arrive at Toquerville next day by 5 p m.

41119 From St. George, by Pine Valley, to Pioche, 95 miles and back, once a week.
Leave St. George Monday 6 a m;
Arrive at Pinto by 7 p m;
Leave Pinto Tuesday at 6 a m;
Arrive at St. George by 7 p m.

41120 From Fayette to Gunnison, 8 miles and back, once a week.
Leave Fayette Monday at 10 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Tuesday at 1 p m;
Arrive at Fayette by 3 p m.

41121 From Ogden City, by Eden, to Huntsville, 18 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Huntsville by 12 m;
Leave Huntsville Wednesday and Saturday at 12.30 p m;
Arrive at Ogden City by 4 p m.

41122 From Ogden City, by Harrisville, to North Ogden, 10 miles and back, twice a week.
Leave Ogden Monday and Thursday at 3 p m;
Arrive at North Ogden by 5 p m;
Leave North Ogden Monday and Thursday at 5 p m;
Arrive at Ogden City by 7 p m.

41123 From Ogden City, by Huntsville and Eden-ville, to Plain City, 40 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 8 a m;
Arrive at Plain City by 12 m;
Leave Plain City Tuesday and Friday at 12 m;
Arrive at Ogden City by 5 p m.

41124 From Ogden City, by Alma, to Hooper, 14 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Hooper next day at 12 m;
Leave Hooper Wednesday and Saturday at 1 p m;
Arrive at Ogden City by 5 p m.

41125 From Ogden, by Pleasant Green, Kaysville, Farmington, Bountiful, Centerville, Woodsfork, Mueller Lake, Watson (Bear L.), Paris of Bear Lake, Fish Haven, Bloomington, Oxford, Iron Rod (n. o.), Weston, Cache Valley, Clifton, Franklin, Richmond, Wellsville, Mendon, Hyrum, and Logan, 300 miles and back, daily.
Summer schedule 5½ days. Winter schedule 6½ days.

41126 From Ogden, by Farmington, Kaysville, Centerville, Bountiful, Woodsfork, Mueller Lake, Watson (Bear L.), Paris of Bear Lake, Fish Haven, Bloomington, Oxford, Iron Rod (n. o.), Weston, Cache Valley, Clifton, Franklin, Richmond, Wellsville, Mendon, Hyrum, and Logan, 304 miles and back, daily.
Summer schedule 5½ days. Winter schedule 6½ days.

41127 From Franklin, by Preston, Mt. Pisgah, Cache Valley, Oneida, Malad City, Portneuf, Marsh Creek, Pocatello, Ross's Fork, Fort Hall, Eagle Rock, Market Lake, Camas, Beaver Creek, Spencer, Salmon Falls, Rock Creek, Twin Falls, Rock Creek, Upper Salmon Falls, Kanaka Ville, Boise City, Idaho, 400 miles and back, daily.

41128 From Franklin, by Preston, Mt. Pisgah, Cache Valley, Oneida, Malad City, Portneuf, Marsh Creek, Pocatello, Ross's Fork, Fort Hall, Eagle Rock, Market Lake, Camas, Beaver Creek, Spencer, Salmon Falls, Rock Creek, Twin Falls, Rock Creek, Upper Salmon Falls, Kanaka Ville, Boise City, Idaho, 400 miles and back, daily.

41129 From Franklin, by Newton, Clarkston, Wellsville, Hyde Park, Wellsville, Clarkston, Newton, Franklin (Idaho), to Oxford (Idaho), 100 miles and back, twice a week.
Leave Franklin Monday at 6 a m;
Arrive at Oxford next days by 6 p m;
Leave Oxford Tuesday at 6 a m;
Arrive at Franklin next days by 6 p m.

41130 From Franklin, by Dry Creek (Idaho), Indian Creek, Bolan City, Middleton, Falk's Store, Payette Store, Payetteville, Eagle Ranch (Oregon), Baker City, Pilot Rock, La Grande, Ovodell, Pendleton, Milton, Walla Walla, Pendleton, Meadowville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.
Summer schedule:
Leave Kelton daily at 4 a m;
Arrive at The Dalles in six days;
Leave The Dalles daily at 7 a m;
Arrive at Kelton in six days.
Winter schedule.
Leave Kelton daily at 4 a m;
Arrive at The Dalles in eight days;
Leave The Dalles daily at 7 a m;
Arrive at Kelton in eight days.
Present pay, $221,000 per annum.

41131 From Evanston (Wyo.), by Montpelier (Utah), Randolph, Paris, Soda Springs (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Montpelier, and Georgetown, to Soda Springs, 135 miles and back, once a week.
Leave Evanston Monday at 6 a m;
Arrive at Soda Springs Friday at 6 p m;
Leave Soda Springs Thursday at 6 a m;
Arrive at Evanston Saturday by 7 p m.

FORM OF PROPOSAL, GUARANTEE AND CERTIFICATE.

Proposal.

The undersigned ——, whose post-office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1874, to June 30, 1878, on route No. ——, between —— and ——, under the advertisement of the Postmaster General, dated October 1, 1873, "with celerity, certainty and security" (law of June 3, 1872), for the annual sum of ——dollars.

This Proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and other particulars, by reference to the route and advertisement, and after careful examination of the laws and instructions attached to advertisement of mail service; and of the pecuniary liabilities in the act of Congress of June 8, 1872.

Dated ——, ——, ——, Bidder.

Guarantee.

The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on route No. ——, be accepted by the Postmaster General, the bidder will, prior to the 1st of June, 1874, enter into the required obligation or contract, to perform the service proposed, with good and sufficient sureties.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors.

Dated ——, ——, ——.

Certificate.

The undersigned, postmaster at ——, State of ——, certifies, upon his own knowledge of OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good the guarantee; and that bidder and guarantors are above the age of 21 years.

Bids of $5,000 and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per centum on the present annual pay on the route; or in case of new service, not less than 5 per centum of compensation for the first year. See act of June 8, 1872.

The Postmaster must not sign the certificate until the name of the bid is inserted and the bid and guarantee signed by all the parties, and dated.

OATH REQUIRED BY SECTION 266 OF AN ACT OF CONGRESS APPROVED JUNE 8, 1872, TO BE AFFIXED TO EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for conveying the mail on route No. ——, from ——, do swear that I have the ability personally to fulfill my obligation as such bidder; that the bid is made in good faith, and with the intention to enter into contract and perform the service in case said bid shall be accepted; and that the signatures of the guarantors thereto are genuine, and that I believe the said guarantors to be pecuniarily responsible for any loss they may sustain if the United States shall suffer by reason of my failing to perform my obligations as such bidder.

Sworn to and subscribed before me ——, for the —— of —— this —— day of ——, A. D. 187—, and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid. [SEAL.]

Note.—Then the oath is taken before a justice of the peace, the certificate of the clerk of a court of record should be added, under his seal of office, that the person who administered the oath is a duly qualified justice of the peace.

INSTRUCTIONS TO BIDDERS AND POSTMASTERS;

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Service must be allowed to each intermediate office, when not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also, may place office blanks, mail bags, locks and keys, and so be conveyed without extra charge.

3. "Way bills" or receipts, prepared by postmasters at the instance of the Department, will accompany the mails, specifying the number and destination of the several bags, to be signed by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of such trip will be deducted. For every hour so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof, and the importance of the mail service, will be imposed.

5. For leaving behind, or throwing off, or failing to take off, mails, or for the commission of any other offense, or for the discontinuance of any post office, or failure to run a mail, or any part thereof, or failure to carry a mail with the speed required, or for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after ——, to carry the mail as frequently as the contractor may be concerned in running a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for running an express as aforesaid; or for transporting passengers or property, or anything else than the mail.

8. The Postmaster General may discontinue or alter the "schedule" of time, change the schedule and termini of a route, and alter, increase, decrease, or extend the service, in accordance with law, by giving a proportionate increase of compensation for any additional service thereby required; or for increased speed, if the employment of additional stock or carriers is rendered necessary; and in case of decrease, curtailment, or discontinuance of service, as a full indemnity to said contractor, one month's extra pay on the amount of service dispensed with, and a pro rata compensation for the service retained. *Provided, however,* that in case of increase of speed, the contractor may, upon timely notice, relin-

[illegible]

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, or interest in bids, be transferred or changed after the opening of the bids. Parties to bids should be careful that they do not so word their bids as to prevent the application of the provisions of the act of June 8, 1872, relating to the mode of transportation, providing for fulfillment of contracts, and for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the "celerity, certainty and security" *having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and have the preference over* all others, and as others are considered, except at extraordinary rates.

[illegible]

You have received six medals—two for service and three co-operative.

The meaning of this is then explained to be that the Wilson Machine has received the gold medal *as the best sewing machine,* and a second gold medal "as the most meritorious" that is, embodying the best mechanical workmanship. Besides these, a special medal was given for excellence of workmanship on the machine another for the best sewing on leather, done by the Wilson, and the other medal for best samples of family sewing and embroidery, done on the Wilson machine.

This sweeps the entire board. Not only has the Wilson Sewing Machine been pronounced the most capable and efficient sewing machine in the world, but its work on both dry goods and leather, is pronounced superior to that of all other machines. This verdict at a World's Fair, where all the leading sewing machines of both continents have competed before a thoroughly competent committee for more than three months, is the most complete triumph ever won by a sewing machine.

The above is taken from the Cleveland *Leader,* of August 20.

FOR SALE $20.00 CHEAPER

THAN any other Sewing Machine, and can be obtained for a few dollars paid Monthly. AGENTS WANTED.

CALDER & CARELESS,

Sole Agents for Utah.

d235 1m w31 1m

Hugh McCannon

Has purchased the entire stock of

MILBURN WAGONS

FROM MR. JOHN MILBURN, and proposes to sell everything composing said stock at such prices and on such terms as to ensure satisfaction to anyone wishing anything from the lightest spring to the heaviest freight wagon.

One hundred and fifty Spring Seats and a few Hacks on hand.

Opposite Revenue Hall, STATE ROAD. d284m

CHOICE SHEEP FOR SALE

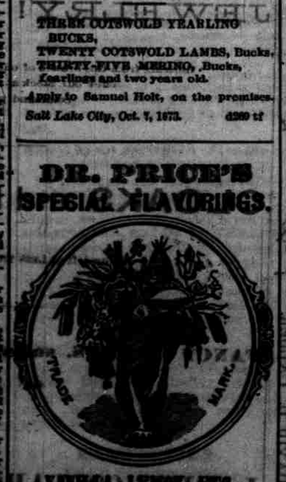
At President Brigham Young's Farm, Cache Valley.

THERE COTSWOLD YEARLING BUCKS,
TWENTY COTSWOLD LAMBS, Bucks,
THIRTY-FIVE MERINO, Bucks,
Yearlings and two years old.

Apply to Samuel Holt, on the premises.

Salt Lake City, Oct. 7, 1873. d280 tf

DR. PRICE'S SPECIAL FLAVORINGS.



VANILLA, LEMON, ETC.,

For Flavoring Ice Cream, Cakes and Pastry.

WITH great care, by a new process, we extract from the true, select *Fruits* and Aromatics, each characteristic flavor, that produce *Flavorings* of rare excellence. *Of great strength and perfect purity. No poisonous oils. Every flavor as represented. No dregs—each bottle full measure, holding one half more than others purporting to hold same quantity. Use them once, will use no other. The most economical, as the most agreeable.* Ask for Dr. Price's Special Flavorings. Manufactured only by

STEELE & PRICE,
Depots, CHICAGO and ST. LOUIS.
Manufacturers of Dr. Price's Cream Baking Powder.

PHILADELPHIA TRADE.

MAKE YOUR CHILDREN HAPPY

BY BUYING THEM A PAIR OF

S. D. SOLLERS & CO'S CELEBRATED FINE SHOES.

THESE styles are always the latest, consisting of the newest variety made in Philadelphia. They will fit better, look prettier, wear longer, and give more satisfaction than any other makes, besides they will not hurt the feet. A large and complete assortment can be found, both wholesale and Retail, at S. C. M. I. and all the leading stores throughout the Territory, also at all other first-class stores. Do not fail to ask for a pair of our Shoes. See that they are stamped on the sole.

SOLLERS & CO., Philadelphia.

P.S.—We stamp every pair. No others are genuine unless they have our name on them. d272 6m

ST. LOUIS TRADE.

Appleton, Noyes & Co.,

525 Main St., & 110 Washington Ave.,

ST. LOUIS, MO.

WHOLESALE DEALERS IN

BOOTS AND SHOES,

Manufacturers of the celebrated

ST. LOUIS CUSTOM BOOTS:

EVERY PAIR WARRANTED. d268 1y

CHICAGO TRADE.

VanSchaack, Stevenson & Reid

WHOLESALE DRUGGISTS,

CHICAGO.

90 and 92 LAKE STREET.

(CORNER DEARBORN.)

d56 1y

CINCINNATI TRADE.

Grand Medal of Merit!

VIENNA WORLD'S FAIR, 1873,

AWARDED TO THE

MONITOR COOKING STOVES

FOR COAL AND WOOD.

The Best Economous Coal Cooking Stove in the World.!

THE MONITOR has gained a far-famed reputation. No higher encomium can be bestowed upon a Cooking Stove than to say that every house-wife who uses it speaks in its praise and recommends it to her neighbors and friends, for economy, cleanliness and reliability in all its operations.

84,587 MONITORS NOW IN USE.

ALSO THE CELEBRATED

SANTA CLAUS COOKING STOVE,

For Coal and Wood, WHICH HAS SUCH A DEMAND ALL THROUGH THE TERRITORY, FOR BEAUTY AND EXCELLENCE, CANNOT BE SURPASSED.

All our STOVES are kept For Sale by Z. C. M. I., and all its Branch Stores; also by all the Co-operative Stores in the Territory.

MANUFACTURED BY

Wm. RESOR & Co., Cincinnati, O.

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Pioneer Furniture Store!

Having just completed my large three storey Brick Building I am now fully prepared to do a

WHOLESALE AND RETAIL BUSINESS.

AS WELL AS A

WHOLESALE AND RETAIL BUSINESS.

Dealers will find it to their advantage to call and examine my

Large and Well Assorted Stock of

FURNITURE

AND

Upholstery Work!

Wove Wire and other

PATENT MATTRESSES

A SPECIALTY!

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FURNITURE

In consequence of the scarcity of money and having a large stock of

FURNITURE

ON HAND

I will sell any of my goods—much are first class—during the

Next Thirty Days,

At Reduced COST and FREIGHT.

Call and see for yourselves.

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KOUNTZE BROS., BANKERS,

No. 12 Wall St., NEW YORK.

Allow interest at the rate of five per cent per annum on daily balances of $500 and over.

Receive subscriptions of Gold, Silver and Land Bounty Warrants.

Negotiate Government Securities, Gold, Coupons, Warrants, etc.

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Cash

G. F. CULMER & CO'S

Prices Guaranteed Satisfactory.

Plate Glass.

RAILROADS.

C. P. R. R.

ON AND AFTER MONDAY, SEPT. 29th, 1873, Trains will leave Ogden daily as follows:

5.50 p.m. Passenger Train for Sacramento and San Francisco.

5.55 p.m. Freight Train for Sacramento and San Francisco.

T. H. GOODMAN, Gen'l Passenger and Ticket Agent.

A. N. TOWNE, Gen'l Sup't. GEO. M. HICE, Agent Salt Lake City. Office with Marshall & Carter, over W. F. & Co's Bank.

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.....2.30 p.m.
Freight.....6.10 a.m.

Daily connections meet at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah; at Corinne with stages for Montana and 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.

Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Emigrants should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avoid the annoyance of the presence of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL, Gen'l Ticket Agent.

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

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 5:15 p.m.

This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburgh, Philadelphia, New York and Boston, the best markets in the East.

Ask for 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, 23 West Madison St., and at Depot, corner Sixth Street and Canal Street, west side, Chicago.

P. R. HYNES, Gen'l Pass. and Ticket Ag't.
J. N. McCULLOUGH, General Manager.
W. C. CLELAND, Ass't Gen'l Pass. Agent.

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 line carrying the through Deer and Letter Mail, making close and reliable connections at

OMAHA,

With trains arriving from the West by Central and Union Pacific Railroads, and at

CHICAGO

With all East Express Trains, East, North and South.

The most elegantly furnished PALACE 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, 205 Montgomery Street, near P. O. S. F. R. R., office on San Francisco and Sacramento.

Be sure your tickets read VIA ROCK ISLAND.

A. A. M. SMITH, General Passenger Agent, Chicago.
HUGH RIDDLES, Gen'l Sup't, Chicago.

LOUISIANA, MO.

SHORT ROUTE,

Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads,

from

Kansas City to Chicago,

WITHOUT CHANGE,

Crossing the Mississippi at Louisiana, Mo., and passing through Jacksonville, Bloomington, Springfield, Joliet.

The Best, Quickest and Most Direct Route from Kansas City to

Louisiana, Mo., Jacksonville, Alton, Peoria, Springfield, Ill., Bloomington, Chicago, Joliet, London, Streator, Ottawa, Aurora, Harrisburg, Springfield, Mo., Burlington, Ia., Galesburg, Ill., Galesburg, Ill., Princeton, Ill., Princeton, Ill., Bureau, Ill., Bureau, Ill., Princeton, Ill., Galesburg, Ill., Galesburg, Ill., Burlington, Ia., Springfield, Mo., Harrisburg, Ill., Aurora, Ottawa, Streator, London, Joliet, Bloomington, Springfield, Ill., Jacksonville, Louisiana, Mo.

Philadelphia, Worcester, New York.

And all points East and North and in Canada.

Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago.

This is the only line running through cars between St. Louis and Chicago, and the only line running Pullman Palace Sleeping Cars between Kansas City and Chicago.

Connections in Union Depot, Chicago, for all points East, North and South.

*Tickets for sale at Union Depot, Chicago, and at Ticket Offices in St. Louis, Kansas City, Leavenworth, Atchison, St. Joseph, Council Bluffs, Omaha, Davenport, Rock Island, Peoria, Chicago, Milwaukee, Madison, Freeport, Dubuque, Winona, St. Paul, Minneapolis, Duluth, Detroit, Toledo, Cleveland, Buffalo, Rochester, Albany, New York, Boston, Montreal, Quebec, Portland, Philadelphia, Baltimore, Washington, Pittsburgh, Harrisburg, Washington City, Baltimore, Philadelphia, New York, Boston, Montreal, Quebec, Portland, Worcester, Albany, Rochester, Buffalo, Toledo, Detroit, Cleveland, Pittsburgh, Harrisburg, Washington