NEW ADVERTISEMENTS.

GRAND RE-OPENING

New Store! New Stock!

SIEGEL BROS.

HAVE JUST OPENED ALL THE

LATEST NOVELTIES

IN

FINE CLOTHING,

GENTS' FURNISHING GOODS,

Latest Nobby Styles in

SPRING HATS,

ETC., ETC., ETC.,

Which we offer at the Lowest Market Prices.

CALL AND SEE FOR YOURSELVES.

COUNTRY MERCHANTS

Will find it to their advantage to call on us before purchasing elsewhere.

SIEGEL BROS.

88 Main Street.

d 126

S. P. TEASDEL'S STORE.

Spring Conference, 1876.

AT

TEASDEL'S

Carefully Selected from

SAMPLES and RECEIVED,

DRESS GOODS, SHAWLS, MEN'S CLOTHING, BOOTS AND SHOES, GROCERIES, ETC. A FULL LINE OF EMBROIDERIES, AT FROM 10 TO 20 CENTS PER YARD. SPRING STYLE BONNET RIBBONS, AT FRON 20 TO 25 CENTS PER YARD.

All Goods as Cheap as any one Else will Sell.

REMEMBER, AT TEASDEL'S,

Eagle House, Salt Lake City

NEW BOOKS!

A BOOK OF

Four Hundred Pages

ENTITLED

"CORRESPONDENCE

OF

PALESTINE TOURISTS!"

Comprising a collection of letters written by President Geo. A. Smith and members of his party while traveling in Europe, Asia and Africa in 1872 and 1873.

JUST PUBLISHED!

Is for sale at the Deseret News Office, Dwyer's Book Store, and at the office of Professor Thomas, East Temple Gate, at the following prices:

Morocco, Gilt, Embossed,	-	$3.00
Morocco, Embossed,	-	2.50
Cloth,	-	2.00

EVENING NEWS.

Friday, - April 28, 1876.

Paper-Making in Utah.

Resuming our westward journey, our next stopping place is in the Great Salt Lake Valley. Here, upon the eastern bank of the Jordan, is situated Salt Lake City. It is now nearly thirty years since the religious body popularly known as Mormons, left Nauvoo, Ills., and settled in this spot. Unlike the great body of western emigrants, their object was not a search for gold, which at that time had not been discovered in any large quantities, but simply a resting place where they might pursue undisturbed their own peculiar views of life. The Great Salt Lake Valley seemed admirably suited for this purpose. Shut in on every side by high mountains, reached from the populous east only by a long and dangerous journey over desert plains and through mountain passes, uninhabited except by a few miserable savages, the Digger Indians, there seemed none to dispute their possession of this land in which they purposed to make their home. In 1847 the foundations of Salt Lake City were laid, and its founders "builded wiser than they knew" as far as worldly prosperity went. In a few years the discovery of gold in California drew to the Pacific Coast a large body of adventurers. For those who crossed the plains Salt Lake City became a very "Tadmur in the Wilderness," where the weary traveler might find rest and refreshment and procure all things necessary for his further journey.

The Latter-day Saints seem always to have had great faith in the power of the press, and about three years after their settlement in Utah President Young began the publication of a weekly newspaper called the *Deseret News*, the first number of which was issued June 15, 1850. (1) The difficulty of procuring paper, not only for printing purposes, but also for the necessary uses of life, must at this time have been very great. It will be remembered that there was no paper mill built west of the Mississippi River previous to 1850, hence the nearest paper market was St. Louis. From this city the paper was probably taken by water up the Mississippi and Missouri Rivers, and then carried across the plains by ox teams, as was the custom at that time. The inconvenience and expense of supplying a population of over 11,000 people by such a mode of transport was probably the reason that President Young so early in the history of Salt Lake City determined to build a paper mill within its limits. This he did in 1853, and it is, therefore, worthy of note as the first paper mill west of the Missouri River. The building of the mill determined upon, there was no difficulty in finding a proper person to superintend its construction. About two years previous to this time there had come to Salt Lake city, with other emigrants, a paper-maker whose practical experience of his art extended over a period of more than twenty years. To this person, Thomas Howard, President Young entrusted the building of the mill, and when finished and in running order he took charge of it for several years. It was a small mill, situated on what is now called Temple Block, and was run by water power from City Creek, a small tributary to the Jordan. It contained one paper engine, one vat, and one hydraulic press. The paper was manufactured by hand, and consisted of print and wrapping paper and boards.

Thomas Howard deserves especial mention as being the first to manufacture paper west of the Rocky Mountains, or, in fact, west of the Missouri River. He may be said to belong to a family of paper-makers, as both his father and grandfather had been engaged in that occupation in Buckinghamshire, England. His parents were living in North Wales at the time of his birth, March 1, 1815. When he was only nine weeks old they traveled on foot to Oxfordshire, where his father took charge of a mill that had been recently built. For thirteen years they remained there, and then Mr. Howard's father was removed by his employers to a new mill at Woburn in Buckinghamshire. Here Mr. Howard learned the art of paper-making, and for twenty-two years pursued his occupation in the same place. In 1850 he became a member of the "Church of Jesus Christ of Latter-day Saints," and the year after emigrated to Utah, where he still resides.

The old mill was run without any change of machinery until 1861. This year it was abandoned and a new one built four miles south of the city. Into this two paper engines and a 30-inch cylinder machine were put. The previous year President Young had imported this machine from the East, freighting it from the Missouri river by ox teams. The mill was completed and began the manufacture of paper July 24, 1861. Since that time it has been running with only occasional stoppages. The longest stop was from October, 1870, to October, 1871, when the mill was shut down for the purpose of giving it a thorough repairing. For about two months in the winter the mill is closed on account of ice and lack of water. During six or eight weeks of the summer it is again closed for want of water, the stream from which it obtains the water power being used for the purpose of irrigation at that time. The valley of Salt Lake, like all the region lying east of the Sierra Nevada and Cascade ranges, has but a scanty supply of rain. This want of natural moisture is overcome in Salt Lake city and its neighborhood by a well regulated system of irrigation. Until 1868 the mill was run by President Young, but in that year the proprietors of the DESERET NEWS took charge of it, and it still remains under their management. From 1868 up to November, 1875, the mill manufactured 9,392½ reams of print paper, valued at $57,068.40, and wrapping paper to the value of $8,405.10, making the aggregate value of the paper manufactured during the six years $65,473.50, or less than $11,000 worth a year. This seems a small amount of paper to be consumed by a population of over 130,000 people. But it must be remembered that at the present time the facilities for transportation are very great, and hence goods can be brought from the East at a comparatively small expense. On the other hand, owing to the scarcity of water power, manufacturing is difficult and expensive, and consequently a large amount of paper consumed is imported. This is exactly the reverse of the state of affairs at the time the first mill was built. Then the difficulty of transportation made it much more convenient to manufacture than to import.—*Paper Trade Journal.*

(1) Previous to their removal to Utah the Latter-day Saints had published several papers in the various places in which they had settled. A full list of these will be found in R. F. Burton's "City of the Saints," page 229.

LOST!

TUESDAY night, in the Sixteenth or Seventeenth Ward, a lady's breast-pin with topaz center set in gold and encircled by pearls. The finder will be liberally rewarded on leaving it at the News Office. d132 tf

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THE DESERET NEWS WEEKLY

For Wednesday, April 26, 1876.

SIXTEEN PAGES AND EIGHTY COLUMNS OF READING.

Printed on Strong White Rag Paper.

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Editorial Notes.
Local News.
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Telegraphic Dispatches from All Parts of the World.
Notes of Various Kinds.
Reviews and Notices of Books, etc.
Poetry.

One of the Best Family Weeklies in the World.

Annual Subscription, $3.50; postage, 15 cents.

Single copy, 10 cents.

To the Centennial Exposition.

The Chicago & North Western Railway will, on and after May 1st, 1876, and until October 31st, 1876, have on sale in all of its coupon ticket offices, (including its two ticket offices at Omaha), round trip excursion tickets to Philadelphia and New York and return for Centennial visitors. These tickets, for the round trip, will be sold at one and one-half of the usual rate for a trip one way. They will be of two classes, but will be sold at the same rates. One class of tickets will be good, east of Chicago, going and returning by the same route, and the other class will be good, east of Chicago, going by one route and returning by another, thus offering to the purchasers a choice of routes and chances to see various parts of the country.

Neither cars nor trains will be chartered for excursion parties going to the Centennial by this or any other road, nor will rates be less per person or parties large or small. Every person going will have to pay the same rate as is paid by his neighbor. No other road will be permitted to sell round trip tickets for the Centennial at any less rate than is quoted above. Reduced rate tickets reading only to the Exposition will not be sold, and the rates made are all for the full round trip. All agents of the Chicago & Northwestern Railway will, in due time, be fully advised as to rates from their stations for these Centennial Tickets, and will, after April 1st, 1876, be glad to answer all inquiries in regard to them.

DOUBLE TEAM HARNESS
From $35.00 to $60.00,
CARRIAGE HARNESS,
$60.00 to $150.00,
BUGGY HARNESS,
$35.00 to $75.00,
SINGLE EXPRESS HARNESS,
$25.00 to $50.00,
SADDLES, $8.00 to $30.00,
AT
BOWRING & CROW'S,
No. 15 MAIN STREET, nearly opposite Z. C. M. I. New Building. d103

MUSICAL MERCHANDISE

You can buy of us all articles in the Music line at

Wholesale or Retail,

As cheap as they can be bought in the Eastern States. Our line of

ACCORDEONS & VIOLINS

Is large and Complete, and of most excellent quality.

Our Violin Strings are well known, in this and neighboring Territories, to be the

VERY BEST MADE.

Calder & Careless.

CARL C. ASMUSSEN!

PRACTICAL

Watchmaker

AND

JEWELER!

Opposite the Post Office,

Has the Choicest Assortment of

JEWELRY,

Watches, Clocks,

SPECTACLES,

FIELD AND OPERA GLASSES,

Telescopes, Magnifiers, etc.

WHICH WILL BE SOLD CHEAP FOR CASH. d70

RAILROADS.

UTAH WESTERN RAILWAY

Opening Excursion of the Season

ON

MONDAY, MAY 1st, 1876,

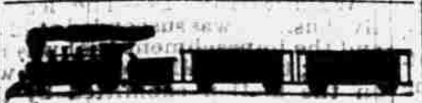
The Utah Western Railway Company will run a SPECIAL EXCURSION Train, leaving Salt Lake City at 10.45 a.m., connecting at Lake Point with the Steamer

General Garfield,

Which will sail several hours on the Great Salt Lake, returning in time to connect with the train arriving at Salt Lake City at 7.20 p.m.

Tickets for Round Trip, $1.50.

GEO. W. THATCHER, Gen'l Passgr. Agent.
H. P. KIMBALL, Superintendent.



Utah Western Railway COMPANY.

SPRING & SUMMER ARRANGEMENT.

ON AND AFTER

Monday, May 1st, 1876,

The UTAH WESTERN RAILWAY COMPANY will run Trains as follows:

Leave Salt Lake City at 7 a. m.
(Stopping 25 minutes at Lake Point for Breakfast.)
Arrive at Half-way House at 9.25 a. m.
Leave Half-way House at 11.40 a. m.
(Stopping 25 minutes at Lake Point for Dinner.)
Arriving at Salt Lake City at 2.05 p.m.

On Wednesdays & Sundays

ONLY, a SPECIAL EXCURSION TRAIN will leave Salt Lake City at 10.45 a.m. connecting at Lake Point with

THE STEAMER

GENERAL GARFIELD

Which will make a trip on the GREAT SALT LAKE, returning in time for Supper at the Lake Point Hotel, and connect with Train arriving at Salt Lake City at 7.20 p.m.

TICKETS (good on either of Wednesday and Sunday Trains, and including ride on Steamer), $1.50.

Special rates given to Excursion Parties upon application to G. W. THATCHER, General Passenger Agent.

For any information concerning freight, apply to J. N. PIKE, Gen'l Freight Agent.

d130 H. P. KIMBALL, Supt.

UTAH NORTHERN RAILROAD.

ON AND AFTER

JANUARY 1st, 1876

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:20 a. m.
" Brigham	10:50 "
" Logan	2:00 p. m.
Arrive at Franklin	3:30 "

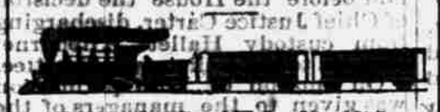
SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:55 "
" Brigham	2:25 p. m.
Arrive at Ogden	4:00 "

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

M. W. MERRILL, Supt.
CHAS. NIBLEY, Gen. Freight & Ticket Agt. d126

UTAH SOUTHERN RAILROAD



On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fare.
Trains leave	A. M.	A. M.	P. M.	
Salt Lake	7 00	6 10	1 30	....
Little Cottonwood	7 28	6 55	2 15	50
Junction	7 48	7 20	2 50	75
Arrive at Sandy	7 58	7 40	3 00	1 00
Leave	mxd			
Sandy	8 08			....
Draper	8 18			1 25
Lehi	9 08			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 51			3 00
Payson	11 23			3 50
Santaquin	11 43			4 00
Arrive at	M.			
Terminus	12 00			4 00

Going North.

	No. 2. Passenger.	No. 4. Passenger.	No. 6. Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 20			....
Santaquin	12 57			25
Payson	1 17			50
Spanish Fork	1 40			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	3 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	4 22			2 75
Arrive at Sandy	4 37			....
Leave Sandy	4 47	9 20	5 00	3 00
Junction	4 51	9 40	5 10	3 25
Little Cottonw'd	5 11	10 15	5 40	3 50
Arrive at Salt Lake	5 40	11 0	6 15	4 00

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

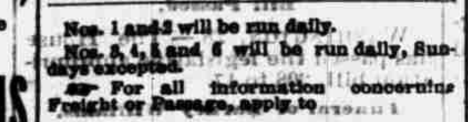
For all information concerning Freight or Passage, apply to

JOHN SHARP, *General Superintendent.*

JOHN SHARP, JR., *General Freight and Ticket Agent.*

UTAH CENTRAL RAILROAD

PIONEER LINE OF UTAH.



On and after June 20th 1875.

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fares.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
*Wood's Cross.	7 25 "	4 08 "	.50
Centreville	7 33 "	4 16 "	.75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 52 "	1.25
Arrive at Ogden.	9 00 "	5 40 "	2.00

Name of Station.	No. 2. Pass'r.	No. 4. Pass'r.	Fares.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville.	10 31 "	7 10 "	1.00
Farmington.	10 52 "	7 31 "	1.25
Centreville	11 04 "	7 44 "	1.50
*Wood's Cross.	11 13 "	7 53 "	1.75
Arrive at Salt Lake.	11 40 "	8 20 "	2.00

*Passing Places.

MIXED TRAINS

WILL RUN DAILY (Sundays Excepted.)

Leaving Salt Lake City at 8:40 a. m. and 4:05 p.m.; and Ogden at 8.55 a.m. and 2:30 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, JR., Gen. Freight and Ticket Agent.

JOHN SHARP, Superintendent.

d70

RAILROADS.

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 and Atlantic,

Via Des Moines, Rock Island and Chicago.

The only route carrying the through Overland 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 Fast Express Trains, East, North and South.

The most elegantly furnished *PARLOR SLEEPING CARS* ever used on any railroad are now built, owned and run by this Company between

OMAHA and CHICAGO.

Through Tickets to all Eastern Cities via this favorite route can be obtained at all ticket offices of the Union Pacific Railroad and Utah Central.

*** *Be sure your Tickets read VIA ROCK ISLAND.*

A. M. SMITH, General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
d129 6m

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:30 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	6:40 p.m.
Freight	2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., 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'l Ticket Agent, Omaha.
H. H. CLARK, Gen'l Supt. d90

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 Pittsburg, 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, 43 West Madison St., and at Depot, corner Madison and Canal Streets, west side, Chicago.

F. R. MYERS, Gen'l Pass. and Ticket Ag't.

J. N. McCULLOUGH, General Manager.

W. C. CLELAND, Ass't Gen'l Pass. Agent.

A LUXURY!

THOSE WHO DESIRE A RICH TREAT SHOULD PURCHASE SOME OF OUR

PURE GROUND

JAVA COFFEE,

We are particular to have this Fresh Roasted and then ground while HOT from the Cylinder, thereby retaining its full aroma.

GIVE IT A TRIAL!

G. W. Davis.

CITY ORDINANCES!

Just Published,

A Revised Edition of the Ordinances of Salt Lake City Corporation.

A FEW EXTRA COPIES

Have been issued, for sale, to City Officers and the Legal Fraternity throughout the Territory, and can be purchased at the Office of the

Deseret Evening News.

PRICES: Best Calf, $2 50; Calf, $2 25; Cloth, $1 75.

ROBERT CAMPBELL, City Recorder.

d285 1m

CAR LOAD

10 TON

OF

MANTELS AND GRATES

HAS ARRIVED AT

MORRIS & EVANS.

d23

O'NEIL & CO.,

PROPRIETORS

Salt Lake Shops.

ONE BLOCK WEST F WALKE BROS.,

BLACKSMITHING

AND

Wagon Work

OF ALL KINDS.

Carriage Painting

And TRIMMING Neatly and Promptly Done.

Horse-Shoeing a Specialty.

ZION'S

SAVINGS BANK

AND

TRUST CO.

East Temple St., Salt Lake City, UTAH.

OPEN FOR THE TRANSACTION OF business from

9 a.m. to 4 p.m., Daily,

And, in addition, on

SATURDAYS,

From 6 to 9 p.m.

Deposits will be received from ONE DOLLAR and upwards.

Interest at the rate of TEN PER CENT. per annum, allowed on the 1st day of January and July.

OFFICERS:

PRESIDENT:
DANIEL H. WELLS.

Vice-Presidents:
GEORGE Q. CANNON, JOSEPH F. SMITH.
WILFORD WOODRUFF, JOHN W. YOUNG.

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JOHN W. YOUNG, DAVID McKENZIE,
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BRIGHAM YOUNG, JR.

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T. G. WEBBER.

Treasurer:
H. B. CLAWSON.

Cashier:
P. A. SCHETTLER.

Assistant Cashiers:
DAVID O. CALDER, B. H. SCHETTLER

THE

DESERET NATIONAL BANK

Of Salt Lake City, Utah.

Paid up Capital,	$200,000
Authorized Capital,	$1,000,000

WM. H. HOOPER, President,
H. S. ELDREDGE, Vice-Prest.,
BRIGHAM YOUNG,
WM. JENNINGS,
JOHN SHARP,
FERAMORZ LITTLE,
} *Directors.*
L. S. HILLS, Cashier.

Deals in Exchange, Coin, Gold Dust, College Scrip, etc.

Collections made and promptly remitted.

FOREIGN EXCHANGE FOR SALE.

Interest paid on Savings' Deposits. d267 tf

DR. A. W. CALDER,

DENTIST,

A few doors north of Walker House

TESTIMONIAL.

SAN FRANCISCO, July, 1870.

We, the undersigned, take great pleasure in recommending DR. A. W. CALDER to all those who may need the services of a Dentist, as a thoroughly competent and skillful operator, and one in whom we have implicit confidence both as a Dentist and a gentleman.

DR. H. AUSTIN, Dentist, 634 Washington Street.

DRS. ROBERTS & FREELAND, Dentists, 112½ Fourth Street.

R. H. McDONALD & CO., Druggists, S. E. corner Sansome and Pine streets. d102

NOTICE.

HAVING this day purchased and taken possession of the Utah Cracker Manufactory, lately owned by Henry Brunton, we would respectfully announce to the purchasers and consumers of Crackers in Salt Lake City and vicinity, that we shall continue the business at the old stand, and in the course of a few weeks will add the latest improved machinery, together with Steam Power, Revolving Oven and appurtenances for running a first-class Steam Cracker Manufactory, capable of producing as good goods as those imported from the East or San Francisco. Send in your orders and they will receive prompt attention. REEDALL & DARLING, Proprietors.

Utah Steam Cracker Manufactory, September 28th, 1874. d263 ly

---

TROZOS SELECTOS

DEL

LIBRO DE MORMON

SELECTIONS FROM THE BOOK OF MORMON in the Spanish language are now ready, and can be had at the office of the DESERET NEWS

PRICE FIFTY CENTS. d62

PARDINI & BONALDI,

MERCHANT STREET,
bet. Washington and Clay,
SAN FRANCISCO,

Wholesale and Retail Dealers in

FRESH, SMOKED AND SALT FISH

We have the largest FISH SHIPPING ESTABLISHMENT on the Pacific Coast.

OUR TERMS are Cash in advance or satisfactory references in San Francisco. d297

DAVIS, HOWE & CO.,

FOUNDRY & MACHINE SHOP,

SUCCESSORS TO

NATHAN DAVIS & SONS.

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order.

Water Jacket, Tuyers, Slag Pots and Carts, Bullion Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.

Also Brass Work of all descriptions.

First West Street,

NEAR NORTH TEMPLE ST., S. L. CITY
d 167

JOS. WALKER. JOHN REES.
JOHN A. KNIGHT. JOHN F. OBLAIN.

DESERET

CARRIAGE AND WAGON CO.

(Successors to A. Fopper.)

SECOND SOUTH ST.,

One and a half blocks east of Main.

ALL KINDS OF

VEHICLES BUILT TO ORDER

From the Farm Wagon to the family carriage. Quality of work and material guaranteed. Mining cars built on short notice. Repairing done in a style second to none. Prices reasonable. Blacksmithing in all its branches. Carriage painting and trimming done in a superior manner. Horse Shoeing a speciality. d97

T. LATIMER, GEO. H. TAYLOR,
GEO. ROMNEY, F. ARMSTRONG

HAVING REMOVED into our New Building, we are now prepared to furnish everything in our line at the Lowest Rates and with dispatch.

Lumber, Shingles,

SASH & DOORS

AND

Everything in the Building Line.

ALL KINDS OF

MOULDINGS & FRAMES

A SPECIALTY.

We will not be Undersold.

SOUTH TEMPLE STRET

Half Block East of Depot.

Latimer, Taylor & Co

d211 wif

O. L. ELIASON,

Practical Watch & Clock Maker

JEWELER, ETC.,

BEGS to inform his friends that he has REMOVED to

Two Doors North of the Deseret National Bank.

EAST TEMPLE STREET.

d209

UTAH

MUSICAL TIMES!

This musical monthly will be issued on the 15th of each month and will be devoted to music, art and literature. It will contain fourteen pages of reading matter and two pages of new music, original and selected, with organ accompaniment, adapted to advanced and juvenile choirs, and to the home circle.

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LAND SALE.

The Lands of the

Union Pacific Railroad Company,

Lying East of the SALT LAKE MERIDIAN, in the counties of DAVIS, MORGAN and WEBER, Utah Territory, will be offered for sale at the Land Office of this Company at OGDEN, on

TUESDAY,

the 20th day of April, '76.

Parties having made application for any portion of said lands will make payment for the same without delay.

The lands will be sold on the following terms: One-fifth the purchase money down, the balance in equal annual payments, with interest at 7 per cent.

A discount of 10 per cent. will be made for full payment in cash at the time of the purchase.

GEO. DAVIS, Land Commissioner, U. P. R. R. Co.

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