VIN NEWS CHICAGO TRADE. CHICAGO TRADE. OMAHA TRADE. CHICAGO TRADE. CHICAGO TR the product of the state of the particular state of the state of 1952 From Franklin, by Fish Haven, Saint Charles, B'oomington, Paris and Liberty to Bennington, 60 miles and back, once service accepted to them through the whole RAILROADS. notice that they will be expected to perform the service accepted to them through the whole term of the contract. THE EVENING NEWS. LIST OF LETTERS Remaining in the Office at Salt Lake UNITED Out, 1889; which if not called for with-in one month, will be sent to the Dead STATES MAILS. FROM OCEAN TO OCEAN Wednesday, - -October 27, 1869

LOCAL AND OTHER MATTERS.

THEATRICAL -Last night the beautiful rama of Kathleen Mayourneen was well ayed at the Theatre. The piece in many Altham J Armfield RA trama of Kathleen Mayourneen was well played at the Theatre. The plece in many of its scenes and incidents strongly resemi-Atwood 8 bles the Colleen Bawn; but, the finale, turns Balt J S out to be only a dream, which is quite a relief after having watched the unhappy Bablige GF areer and almost tragic end of the hero-Baker & Wells Barker A Bertrand L 2 Baebe G Bedelle F: ne, Kathleen,-a character which was well portrayed by Mrs. Stone. Mr. Stone in his very short role, as Bill Button Cap, caused much laughter by his drollery. The re-Bibb G R Bishard Bowrey T F. Boynton'J Hr: Brand D tained by Messrs Lindsay, Hardie and others.

To-night the beautiful military drams of the French Spy, or the Fall of Algiers will be repeated; the performance conclud-ing with Amy Stone's specialty, The Four Sisters, or Love's Disguises. Burgess W Burton W 8 Buntlog J L Basby J Butterfield E.S Caffrey J

Christensen L.

Childs W H.

Chandler J

Church A

Clayton .

CLIEF A

Clark C

Callister E

Cruser C C

MELANCHOLY NEWS .- By telegram received this afternoon from Elder James Needham, dated at Evanston, the other side of Bear River, we learn that a collision beween the train on which were the emi-Cleary It Cliff D grants whose names we published yesterday, and another, had just occurred, by Conk J T which three persons were killed. Further particulars are not given. Immediate steps Cox J were taken, on the reception of the tele-Conway gram, to send surgical skill to their aid. Dr's. Anderson and Richards started im-Dantel J mediately for the scene of the accident. Dalley C H Denton J N

Dufeny E 2 THE LATEST WONDER is a boiling Deviin H spring, said to have been discovered on the Eddy W D banks of the Colorado river, in the neigh-Ehrngreen J borhood of the Big kanyon. This spring it Ellis N is affirmed, throws up a stream of water Evans J N Evans J N one hundred feet high and ton feet in di-Evans T ameter. This is rather a hard yarn, but its truth is youched for by reliable parties, so Faulkner J W says the Helena Gazette of the 22nd inst. Fisher J Fiaher J Flizgerald P FATAL ACCIDENT .- We are indebted to Flygar E the courtesy of W. B. Dougall, Esq., opera-Frantsen J tor in Deseret Telegraph office in this city Gamble S for the following: Gauger () Gotta S V "A telegram from Ogden states that W Hasseock 8 H 1: Stevenson, of Springville, was badly in-Foodman 1 Grimes W ured at Granger's yesterday morning, and lied last night; his body will be at Ogden Graham T to-morrow morning. No particulars in regard to the accident." Hall J R

STILL IN THE HARNESS,-Some folks Haywood W

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to Bennington, 60 miles and back, once a week. Leave Franklin Monday at 7 a m; Arrive at Bennington next day by 6 p m; Leave Banington Wednesday at 6 a m; Arrive at Franklin next day by 6 p m. Proposals to extend service to Montpeller, 6 miles, invited. From Sait Lake City, by Stoker, Centre-ville, and Farmington, to Uintan, 29 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection. Leave Sait Lake City dally, except Sun-day, at 7 a m; Arrive at Uintah by 4.30 p m; Leave Uintah dally, except Sunday, at 7 A m; service accepted to them through the whole term of the contract. 18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the lat of March next, report their exact distance from the nearest station, to enable the Postmester General to direct a mail-mestenger supply from the lat of July next. 19. Section eighteen of an act of Congress ap-proved March 3, 1815, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering suf-ficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to pro-vide for the due celerity, ortainty and security of such transportation." Under this law bids that propose to transport the nulls with 'cele-rity, certainty, and security.' having been decided to be the only legat bids, are construed as providing for the state, are construed as providing for the securi-mant. So we ver Inrge, and whatever may be the mode of couveyance necessary to insure its 'celerity, certainty and secu-rity,' and have the preference over, all others, and no others are considered. 2. A modification of a bid in any of its essen-THE a m; Arrive at Salt Lake City by 4.20 p m. From Salt Lake City, by Tooele, to Stock-ton, 40 miles and back, twice a week. Leave Salt Lake City Tuesday and Friday 16629 at 6 a m; Arrive at Stockton by 7 p m; j Leave Stockton Wednesday and Saturday rity,' and have the preference of a state others, and no others are considered. 29. A modification of s bid in any of its essen-tial terms is tantamount to a new bid, and can not be received, so as to interfere with regular competition. Making a new bid, with guaran-tee and certificate, is the only way to modify a previous bid. 21. Postmasters are to be careful not to certify. Leave Stockton Wednesday and Baturday at 6a m; Arrive at Salt Lake City by 7 p m. From Corinne, by Bear River, and Port-age, [Umh,] Malad City, Fort Hall, Eagle Rock, Snake River Ferry, Sturgis, and Junction Ranch, [local, Idaho Ter.,] to Virginia City, [Mon. Ter.,] 320 miles and back, three times a week. Leave Corinne Monday, Wednesday, and Friday at 8 a m: 11. Postmasters are to be careful not to certify the sufficiency of guarantors, or survives, with-out knowing that they are persons of sufficient responsibility; a discrete of this instruc-tion by postmusters is a violation of their out of office, subjecting them to immediate removal. All bidders, guaran-tors, and survives proposed for in the scorepted bids, their legal liabilities will be enforced Friday at 8 a m; Arrive at Virginia City third day by 8 p m Leave Virginia City Monday, Wedneaday and Friday at 8 a m; Arrive at Corinne third day by 8 p m. Winter schedule five days. Proposals to extend service to Helena, (Mon. Ter.,) 125 miles further, invited. From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times bids, their legal liabilities will be enforced against them. 22. Present contractors, and persons known at the Department, must, equally with others, procure guarantions and certificates of their suf-ficiency substantially in the forms above pre-scribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted. Leave Brigham City daily, except Sunday, at 7 a m; Arrive at Hot Springs by 12 m; Leave Hot Springs daily, except Sanday, at 1 pm; Arrive at Brigham City by 7 pm. JNO. A. J. CRESSWELL, POSTMASTER GENERAL. INSTUCTIONS TO BIDDERS AND POST-MASTERS ining also conditions to be incorporated in the contracts to the extent the Department CHEAP AND GOOD BOARDING HOUSE may deem proper. 1. Seven minutes are allowed to each inter-mediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail F you want a comfortable Boarding House, Salt Lake City, Oct. 25, 1899, JANEY HOBBINS, Proprietor. 2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Depart-ment, also post office blanks, mail bags, locks and keys, are to be conveyed without extra CONTRACTO IN SCIENCE ANAPPETIZER US, charge. 3. On railroad and steamboat lines the route agents of the Department, also the Brilish and Canada mails, when offered, and the agents accompanying them; are to be conveyed with-out charge; and for the use of the United States out charge; and for the use of the United States Red Jacket Bitter security of the mains, is to be provided by the contractor, under the intection of the Depart-ment, DE ADDAL SV-TH UPTHARMENT A GIIS-6m ASSIGNEE'S SALE.

ment, [Raimond and steamboat companies are requi-red to take the mail from, and deliver it into, the post offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies In the Supreme Court for the District for the performance of all other side service-that is, for offices over eighty 10ds from a sta-

THE of CARS.



TILL IN THE HARNESSSome folks	HALCO F
er grow old. We were reminded of	
fact by hearing an anecdote told of	Hitner D W
er Green of Kaysville, now ninety	Howell E
on years old, who was called up at mid-	Huffman W 2
at last Sunday to attend to her profes-	Hugentobler
al duties as a mid-wife, which she anc-	Jackson J
fully performed and in an hour or two comfortably back in bed. Long may	Job T
live to be a blessing to the city where	Johnson G
resides!	Jones T C
	Jones W B
OME MADS WINEBro. Mark Lind-	Jorgusen N
residing on the bench in the Twentleth	Keysoe J'M
d, has made a commencement this	Kalght F B
on, of the manufacture of wine, from	Lane O
es grown on his lot. His vines'yielded	Larson J.L.
tirst crop this fall, amounting to from	Larsson S J 2
to a hundred pounds of grapes, from	Lawson J
of which he has manufactured a few	
es of wine, for the use of his own fam-	
of a quality far superior to the import-	Alired M E
ngelica or California wine. Next sea-	B
if propitions, he estimates that his	Baxter H A Balley R
d of grapes will amount to 1800 or 2000 ds, his design being to place in the	Barron A S
tet two or three hundred bottles of the	Beddell C Bird E
juke, converted into a genuine article	Bird A
ome-made wine. Bro. Mark is in-	Brundage M Brower B
trating a profitable branch of industry,	Burgess J
in this latitude, our Territory posses-	Butcher E
in this latitude, our Territory posses- apabilities of a high order as a wine	Campbeli K
ucing region. Success to his enter-	Campbell J Child A
	Chapman'A
PELLED Bishop Fairbanks, of Pay-	Cook M. A
wishes us to aanounce through the	Dent EJ
ans of the NEWS that James Reece of	Dodge E F Duffin M
place has been cut off from the Church	F
nanimous consent of the Saints there.	Farr B Foster M
till retains his ticket of membership	Fuller E
e School of the Prophets and refuses	Gale B.
irrender it.	Green A
Pan Street Menous in the second	Green C H
o, FOR SILAS MILLER!-A Mr. W. J.	Hafen J
is, of Danville, Ill., writes to A. W.	Harrinton E F

Davis Street, Esq., Postmaster of this city, for information for Silas or Armenius Miller, Jones formerly of Danville, Ill. Mr. Davis says that two brothers named Silas and Arme-King nius Miller formerly lived in Danville, one Loser of whom died, but he is uncertain which one it was, whether Silas or Armenius. are r The survivor, he says, left Danville some years ago with a "Mormon Minister," since which he has not been heard of in Danville. The two brothers were heirs of Nancy Miller, deceased; and, as the enquiry is made in a very urgent manner, pecuniary reward being offered our worthy Postmas-ter if he can find out the whereabouts of Mr. Miller, it is not improbable that there POST is property lying unclaimed for him at Danville. If this advertisement meets the paid:eye of that gentleman, or of his heirs, it will be well, probably, for him or them to open up communication at once with Mr. Davis, of Danville, Vermilion county, Ill.

RAILROAD GAZETTEER. Colonel E. F. Hooker, western agent of the Chicago, Rock Island and Pacific Railroad, this morning handed to us No. 2 of the Railroad Gazetteer, published by H. S. Crocker & Co., of Sacramento, the former, a brother of Chas. Crocker, Esq., Superintendent of the Central Pacific Road.

The Gazetteer is issued monthly, and Pens

Kalght F B L	Wood BF Wright T H
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awson J	Young J G Young W J
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Bird A Brundage M Brower B	Parsons S Pederson M
Surgeas J Suicher E	Poliock N Porter A Price E M
ampbeli K Sampbell J Shild A	Randall M Randall A
Mapman'A	Reamey M B
Dodge E F	Bobbins A B
Duffin M Fart B	Sayer B V Smith S T Sayder L
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Fale R Freen A Freen C	Tempest M A Thacker P Timpson E
Hafen J	Tibble M Tregale C Turner L A
Harrinton E H Iaynes A Hopkins A	Wells L T
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ire requested to stat	for the above letters to when advertised.
A. W.1	STREET.
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	LAME CITY, UTAB
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E Weaver, Ogden	10.0.0.0.A.U
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riters call and have	t to the Dead Letter Of this date, unless the this date, unless the

Thomas G B Thirkill & Earl 3

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	Leave Mendon Monday at 1 pm;
	Arrive at Welisville by 4 p m.
106	From Franklin to Soda Springs, 85 mil
20	and back, once a week.
3.4	Bidders to propose schedule of departur
	and a sublember to

16609 From Alpine City to American Fork, miles and back, once a week. Leave Alpine City Thursday at 1 p m;

Arrive at American Fork by 3 p m; Leave American Fork Thursday at 3 30 p m 01601

Arrive at Alpine City by 6 pm. From Salt Creek, by Spanish Fork Cañon, Fountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles and

back, Lwice a week. at 6 m m; Arrive at Gunnison next days by 6 p m; Leave Gunnison Wednesday and Friday

at 6 a m; Arrive at Salt Creek next days by 6 p m. From Fillmore City, by Meadow, Kanoch, Beaver, Paragonah, Parorvan and Sum-mit, to Cedar City, 125 miles and back,

twice a week. Leave Filimore City Monday and Thurs

day at 6 a m; Arrive at Cedar City Wednesday and Sat

urday by 8 p mi Leave Cedar City Thursday and Monday at

6 a m; Arrive at Fillmore City Saturday and

Wednesday by 8 p m. 10612 From Fillmore City to Descret, 30 miles and back, once a week. Leave Fillmore City Monday at 8 a m; Arrive at Descret by 4 p m; Leave Descret Tuesday at 8 a m; Arrive at Fillmore City by 4 p m. 16613 From Cedar City, by Kannaraville, Belle-vne, Toquerville, Harrisburgh, and

vne, Toquerville, Harrisburgh, and Washington, to St. George, 65 miles and back, twice a week.

Leave Cedar City Monday and I hursday at 6 a m;

Arri -e at Santa Clara Wednesday and Sat urday by 5 p m

Leave Santa Clara Monday and Thursday Arrive at Cedar City Wednesday and Sat-

Arrive at Codar City Wednesday and Sat-urday by 6 p m. 16814 From Cedar City, by Pinto, Pine Valley, and Barney, to St. George, 80 miles and back, once a week. Leave Cedar City Monday at 8 a m; Arrive at St. George Wednesday by 6 p m; Leave St George Thursday at 8 a m, Arrive at Cedar City by 6 p m. Bids for twice-a-week service invited. 16615 From Toquerville, by Virgin City, Dun-can's Betreat, Grafton. and Boekville, to Springdale, 25 miles and back, once, a week.

Springdale, 25 miles and back, once, a week. Leave Toquerville Friday at 8 a m; Arrive at Springdale by 5 p m. Leave Springdale Saturday at 8 a m; Arrive at Springdale by 5 p m. From Nephl, (local,) by Severe Valley (local) and F. rt Gunnison, (local) to St. George, 245 miles and back, once a week. Leave Nephi Monday at 7 a m; Arrive at St. George Friday by 7 p m; Leave St. George Monday at 7 a m; Arrive at Nephi Friday by 7 p m. From Logan to Oxford, (local,)25 miles and back, once a week. Leave Logan Monday at 7 a m; Arrive at Oxford Wednesday at 7 a m; Arrive at Logan by 5 p m. From Huntsville to Beanington, 20 miles and back, once a week. Leave Huntsville to Beanington, 20 miles and back, once a week. Leave Huntsville to Beanington, 20 miles and back, once a week. Leave Huntsville to Beanington, 20 miles and back, once a week. Leave Huntsville to Beanington, 20 miles and back, once a week. Leave Huntsville So Beanington, 20 miles and back, once a week. Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Huntsville by 7 p m. From Logan Monday at 7 a m; Arrive at Fairfield Back, once a week, Leave Login Monday at 7 a m; Arrive at Fairfield Ducky at 1 p m; Arrive at Huntsville, by 7 p m. From Lebi City, by Cedar Valley, to Fair-field, 15 miles and back, once a week, Lawe Fairfield Tuesday at 1 p m; Arrive at Lebi City by 6 p m. From Heaver, by Adamsville, Minersville, and Panace, to Hieo, 10 miles and back, once a week 10018

y at 6 a m: mday by 6 p m; at 6 a m; to end at Minersville, 20 miles, Indian Creek, (Utah.) by Boise City, tion or landing. There will be "way bills prepared by post-masters, or other agents of the Debartment, to accompany the malis conveyed on railroad and

There will be "way bills prepared by post-masters, or other agents of the Bebariment, to accompany the mails conveyed on railroad and steamers, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way bills forwarded, the latter to be examined by the several bags. On other principal routes, ity in the delivery of mails. ¹ A no pay will be made for trips not perfor-med; and for each of such omissions, not the trip will be deducted. For arrivals so far behind time as to break connection with de-pending mails, and not sufficiently income cless of the Zind herein specified, enlarged pen-dites, proportioned to the nature thereof, and the importance of the mail, a quarter's pay may be deducted. ² For lawing ibelind or the admission of passingers, or for being concerned in setting up or running an express conveying intelli-sence in advance of the mail, a quarter's pay may be deducted. ² Fines will be imposed, anless the delim-tree in advance of the mail, a quarter's pay may be deducted. ³ The Postmaster or fulling to arrive in contract time: for neglecting to take the mail rom, or deliver it into, so post office for suffer-ing if to be wet, injured, destroyed, robbed, or iosi; and for refusing, siter domand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or its is oncerned in running, a coach, car, or its oncerned in running, a coach, car, or its oncerned in running to active when requir-ring the bepartment to do so; for running an express as aforesid; or for transporting persons or packages conveying mailable matter out of the mail. ³ The Postmaster General may annual the express as afores, and particulary to make them conform to connections of the contract or in the nonform to connections with railroads, without may change schedules of the parting to make the or a provents increase on the route sing and discontinue or eariel the scrites, in when and discontinue or eariel

also discontinue or curtail the service, in whole or in part, is order to place on the route supe-rior service, or whenever the public interests, in his judgement, shall require such discontin-uance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extrs pay on the amount of service dispensed with and a provate compensation for the amount of service retained and continued. 9. Payments will be made by collections from of draits on, postmasters, or otherwise, after, the expiration of each quarter—say in Novem-ber, February, May, and August. 10. The distances are given according to the ballowed should they be greater than adverti-sed, if the points to be supplied are correctly under should they be greater than adverti-sed, if the points to be supplied are correctly under should they be greater than adverti-sed, if the points to be supplied are correctly under should they be greater than adverti-sed, if the condition of roads, hills, streams, ac, and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontined, or other obstructions increasing distance or expense, coeurring during the con-tract term, are to be visited without extra pay, if the distance be not increased. 11. Bidders are cautioned to mail their pro-posals in time to mage the Department by the day and hour named, (3 p. m. March 1, 1870, for bids received after that time without the guar-anter required by law and a certificate of the sonable sumount received in time. Neither can bids be considered which are without the guar-anter required by law and a certificate of the sonable sumount received in time. Neither can bids be considered which are without the guar-anter required by law and a certificate of the

bids be considered which are without the guar-antee required by law and a certificate of the sufficiency of such guarantes. 17. Bidders should first propose for service strictly according to the advertisment, and theo, if they desire, s' PARATELY for different service; and if the REQULAR bid be the lowest offered for the advertised service, the other propositions may be considered. 15. There should be but one route bid for in a proposal, Consolidated or combination bids ("proposal, Consolidated or so or more routes") are forbidden by law, and cannot be con-sidered.

In the Matter of HENRY W. NAISBITT and JOHN HINDLEY, partners, under the firm name of NAISBITT & HINDLEY, Bankrupts,

Notice is HEREBY GIVEN, That, pursu-ant to an Order of the above Court, authorising the disposition of the personal property of the above Estate at private sale, the Assigned of the said Estate will expose for sale the slock of Goods belonging to the said Estate, at the store lately occupied by Maisbitt & Hindley torn lately occupied by Naisbift & Hindley aid stock consisting, in part, of Dry Goods Clothing, Glassware, Queensware, Boots and Shoes, Hats, Notions, Carpenters' Tools, Lamps Agricultural Implements, Bardware, Groce icultural Implements, Bardwar, do., do., which will be sold at an actor

Jobbers and Retailers especially invited to call and examine this stock before purchasing elsewhere. CHAS. E. POMEBOY Assignee.

PALITMUNE LUPP

PRICE LIST

OF

BOOTS, SHOES

LEATHER

Nalled 6.50

Nailed

Shoes, ...

Kid and t. Lasting 4.50 to 8.00

..

...

Womens' Eastern Made Shoes 1.50 to 5.00

OHWM SALGAN A 109

JEVRE & ALGULUE

Fresco Painters

And Wholesale and Retail

Dealers in

152 and 154 Clark Street,

CHICAGO.

SIGN OF "BIG BOOT.

SALT LAKE CITY.

d267-11 and the bins recommingated

ATISTS AND PAINTINS

APER, (ARD) ROARD.

,, Peg'd, 5.00 to 10.00

" Pegg'd 3.50 to 5.00

Pegged 2.50 to 4.00

Sewed 3.50 to 5.00

4 Boots 4.00 to 10,00

- 40 cts. per lb.

The second 45 dates,

CARACTER SOFAM, P

.. - - \$60 to \$72 per doz.

2.00

.... Sewid: 7.50 to 18.00

Dated Salt Lake City, Oct. 14, 1869. d273-tf

Calf

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Vomens'

HARNESS

SOLE LEATHER

BRIDLE

Mens'

A. M. Smith, Gen. Pass. Agt., Chicago.

COL. E. F. HOOKER, WESTERN AGENT. C. F. SMITH, Ticket Agent.

d202 1y GREAT GENTRAL ROUT 19-21-20 日間書

THE MICHIGAN CENTRAL RAILROAD

AND CONNECTIONS, 1 111

3.50 to 5.00 Unite in running FOUR EXPRESS PAS-2.50 to 8.00 and New York, Boston, and all Intermediate 4.50 to 8.00 Canadas. I BURN MAD

The renowned Pullman Palace Sleeping Cars are run on this line, exclusively, from Chicago cast, and are fully supplied on all night

The fimous PULLMAN HOTEL CARS isave daily on evening trains running directly through to Rochester, N.Y., without change. The passenger equipment of this line is noe-qualled by any other in the country, and will be found by pairons to passess all the requisites of "SPEED, COMFORT and SAFETY."

Connected with the 14 10 gin

GREAT CENTRAL ROUTE as fou mighter att difpites fro

The Blue Line

Established January 1, 1867, for the carriage



anada; New York Central; Hudson 8"AD0 oroster; Woroster and Albany; Providence and Oroster; Woroster and Nashua; Housatonic; ad Jackson, Langing and Saginaw Railroads.

THE BLUE LINE" stange of track from Chicago and the Missis-



14 The route, the service, the yearly pay, the White Leads, Graining Colors, Olfs, Grain

Men's Custom Kip Boots, - Pegged, \$6.00 Boy's

