PRICE LIST OF BOOTS, SHOES AND LEATHER

Men's Custom Kip Boots,		Pegged,	$6.00
" " "		Nailed.	6.50
" " "	Calf	Peg'd,	5.00 to 10.00
" " "		Sew'd,	7.50 to 18 00
Boy's "	Kip	Pegg'd	3.50 to 5.00
Mens' "	Sheep		2.00
" " "		Nailed	2.25
" " "	Calf	Pegged	2.50 to 4.00
" " "		Sewed	3.50 to 5.00
Womens' "			2.50 to 8.00
" "	Kid and F. Lasting		4.50 to 8.00
Womens' Eastern Made Shoes			1.50 to 5.00
Mens' " " Boots			4.00 to 10.00
SOLE LEATHER			40 cts. per lb.
HARNESS			45 " "
BRIDLE			50 " "
UPPER			$60 to $72 per doz.

Wm. SLOAN & Co.,

SIGN OF "BIG BOOT,"

SALT LAKE CITY.

d207-tf

CITY CREEK

FOUNDRY AND MACHINE SHOP.

THE PROPRIETORS take pleasure in announcing to the citizens of the Territory that they have erected a

A MACHINE SHOP AND FOUNDRY

North of Pres. Young's premises

in which they have all the facilities of

MACHINERY, IRON And COKE

TO

CAST, TURN AND FIT UP

ALL KINDS OF MACHINERY

DRAWINGS and PATTERNS

ARE MADE AT THE WORKS.

Steam Engines, AND

MILL WORK

Of every description,

MADE TO ORDER.

BRASS CASTINGS AND

COPPER SMITHING.

☞ The Foundry will be conducted so that all work will be executed with neatness and dispatch.

TERMS REASONABLE.

B. YOUNG & CO.

d272-tf

UNITED STATES MAILS.

UTAH.

POST OFFICE DEPARTMENT,
Washington, Sep. 30, 1869.

PROPOSALS will be received at the Contract Office of this Department until 3 p m of March 1, 1870, for conveying the mails of the United States from July 1, 1870, to June 30, 1874, in the Territory of Utah, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by March 14, 1870.

Number

16801 From Salt Lake City, by Big Cottonwood, Union, Draper, Lehi City, American Fork, Pleasant Grove, Provo City, Springville, Payson, Santaquin, Mona, Salt Creek, Chicken Creek, Round Valley, and Houten, to Fillmore City, 150 miles and back; six times a week to Provo City; three times a week the residue.
Leave Provo City Monday, Wednesday and Friday, at 8 a m;
Arrive at Fillmore City Wednesday, Friday and Sunday by 8 a m;
Leave Fillmore City Monday, Wednesday and Friday at 11 p m;
Arrive at Provo City Tuesday, Friday and Sunday by 11 p m;
Leave Salt Lake City daily, except Sunday, at 8 a m;
Arrive at Provo City by 11 p m;
Leave Provo City daily, except Sunday, at 8 a m;
Arrive at Salt Lake City by 11 a m.
16802 From Salt Lake City, by Mill Creek, Cottonwood, Big Cottonwood, Alta, Brighton, Silver Lake, Bell Mint, Forks of Road, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 85 miles and back, once a week.
Leave Salt Lake City Monday at 12 m;
Arrive at Echo City Tuesday by 12 m;
Leave Echo City Wednesday at 1 p m;
Arrive at Salt Lake City Friday by 6 p m.
Proposals for twice-a-week service invited.
16803 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Thursday at 1 p m;
Arrive at Grantsville by 4 p m;
Leave Grantsville Thursday by 4.30 p m;
Arrive at Tooele by 7 p m.
16804 From Franklin, by Fish Haven, Saint Charles, Bloomington, Paris and Liberty 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 Bennington Wednesday at 6 a m;
Arrive at Franklin next day by 6 p m.
Proposals to extend service to Montpelier, 8 miles, invited.
16805 From Salt Lake City, by Stoker, Centerville, and Farmington, to Uintah, 29 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection.
Leave Salt Lake City daily, except Sunday, at 7 a m;
Arrive at Uintah by 4.30 p m;
Leave Uintah daily, except Sunday, at 7 a m;
Arrive at Salt Lake City by 4.30 p m.
16806 From Salt Lake City, by Tooele, to Stockton, 40 miles and back, twice a week.
Leave Salt Lake City Tuesday and Friday at 7 a m;
Arrive at Stockton by 7 p m;
Leave Stockton Wednesday and Saturday at 6 a m;
Arrive at Salt Lake City by 7 p m.
16808 From Corinne, by Bear River, and Portage, (Utah,) 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;
Arrive at Virginia City third day by 8 p m;
Leave Virginia City Monday, Wednesday 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.
16811 From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times a week.
Leave Brigham City daily, except Sunday, at 7 a m;
Arrive at Hot Springs by 12 m;
Leave Hot Springs daily, except Sunday, at 1 p m;
Arrive at Brigham City by 7 p m.
16808 From Brigham City, by Wellsville, Paradise, Hyrum, Millville, Providence, Logan, Hyde Park, Smithfield and Richmond, to Franklin, 55 miles and back, once a week.
Leave Brigham City Tuesday and Friday at 12 m;
Arrive at Franklin next days by 2 p m;
Leave Franklin Wednesday and Saturday at 2 p m;
Arrive at Brigham City next days by 6 p m
16804 From Ogden City to Huntsville, 18 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 6 a m;
Arrive at Huntsville by 12 m;
Leave Huntsville Wednesday and Saturday at 1 p m;
Arrive at Ogden City by 7 p m.
16805 From Ogden City to North Ogden, 7 miles and back, twice a week.
Leave Ogden City Monday and Thursday at 3 p m;
Arrive at North Ogden by 5 p m;
Leave North Ogden Monday and Thursday at 11 a m;
Arrive at Ogden City by 1 p m;
16806 From Ogden City, by Lynne and Slatersville, to Plain City, 10 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 4 p m;
Arrive at Plain City by 7 p m;
Leave Plain City, Tuesday and Friday at 12 m;
Arrive at Ogden City by 3 p m.
16807 From Wellsville to Mendon, 6 miles and back, once a week.
Leave Wellsville Monday at 10 a m;
Arrive at Mendon by 12 m;
Leave Mendon Monday at 2 p m;
Arrive at Wellsville by 4 p m.
16808 From Wellsville to Soda Springs, 35 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.
16809 From Alpine City to American Fork, 6 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
Arrive at Alpine City by 6 p m.
16810 From Salt Creek, by Spanish Fork Cañon, Fountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles and back, twice a week.
Leave Salt Creek Monday and Wednesday at 6 a m;
Arrive at Gunnison next days by 3 p m;
Leave Gunnison Wednesday and Friday at 6 a m;
Arrive at Salt Creek next days by 6 p m.
16811 From Fillmore City, by Meadow, Kanosh, Beaver, Paragonah, Parowan and Summit, to Cedar City, 127 miles and back, twice a week.
Leave Fillmore City Monday and Thursday at 6 a m;
Arrive at Cedar City Wednesday and Saturday by 6 p m;
Leave Cedar City Thursday and Monday at 6 a m;
Arrive at Fillmore City Saturday and Wednesday by 3 p m.
16812 From Fillmore City to Deseret, 30 miles and back, once a week.
Leave Fillmore City Monday at 8 a m;
Arrive at Deseret by 4 p m;
Leave Deseret Tuesday at 8 a m;
Arrive at Fillmore City by 4 p m.
16813 From Cedar City, by Kannaraville, Bellevue, Toquerville, Harrisburgh, and Washington, to St. George, 60 miles and back, twice a week.
Leave Cedar City Monday and Thursday at 6 a m;
Arrive at Santa Clara Wednesday and Saturday by 5 p m;
Leave Santa Clara Monday and Thursday at 8 a m;
Arrive at Cedar City Wednesday and Saturday 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.
16815 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, and Rockville, to 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 Toquerville by 5 p m.
16816 From Nephi, (local,) by Levere Valley (local) and Fort Gunnison, (local) to St. George, 265 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.
16817 From Logan to Oxford, (local,) 25 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Oxford by 5 p m;
Leave Oxford Wednesday at 7 a m;
Arrive at Logan by 5 p m.
16818 From Huntsville to Bennington, 20 miles and back, once a week.
Leave Huntsville Monday at 8 a m;
Arrive at Bennington by 12 m;
Leave Bennington Monday at 1 p m;
Arrive at Huntsville by 5 p m.
16819 From Logan to Weston, (local,) 25 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Weston by 6 p m;
16820 From Lehi City, by Cedar Valley, to Fairfield, 15 miles and back, once a week.
Leave Lehi City Tuesday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Tuesday at 1 p m;
Arrive at Lehi City by 6 p m.
16821 From Beaver, by Adamsville, Minersville, and Panaca, to Hico, 195 miles and back, once a week.
Leave Beaver Monday at 6 a m;
Arrive at Hico Wednesday by 6 p m;
Leave Hico Thursday at 6 a m;
Arrive at Beaver Saturday by 6 p m.
Proposals to end at Minersville, 20 miles, invited.
16822 From Indian Creek, (Utah,) by Boise City, Marysville, Emmitsville, Middleton, Weiser Ranch, (Idaho,) Express Ranch, Auburn, Baker City, North Powder, Union, La Grande, Ordell, Cayuse, Meacham's station, Walla Walla, Waiilatpu, and Umatilla, to The Dalles, (Oregon,) 768 miles and back, six times a week.
Bidders to propose schedule.
Proposals to end at Boise City, (Idaho,) 430 miles, invited.
16823 From Eagle Valley, (local,) to Panaca, 20 miles and back, once a week.
Leave Eagle Valley Thursday at 12 m;
Arrive at Panaca by 7 p m;
Leave Panaca Friday by 8 a m;
Arrive at Eagle Valley by 3 p m.
16824 From Pinto to Panaca, 62 miles and back, once a week.
Leave Pinto Monday at 6 a m;
Arrive at Panaca next day by 5 p m;
Leave Panaca Wednesday at 6 a m;
Arrive at Pinto next day by 5 p m.
16825 From Provo City, by Midway, Heber, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 85 miles and back, once a week.
Leave Provo City Monday at 6 a m;
Arrive at Echo City Wednesday by 12 m;
Leave Echo City Wednesday at 1 p m;
Arrive at Provo City Friday by 6 p m.
Proposals for twice-a-week service invited.
16826 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Thursday at 1 p m;
Arrive at Grantsville by 4 p m;
Leave Grantsville Thursday by 4.30 p m;
Arrive at Tooele by 7 p m.
16827 From Franklin, by Fish Haven, Saint Charles, Bloomington, Paris and Liberty 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 Bennington Wednesday at 6 a m;
Arrive at Franklin next day by 6 p m.
Proposals to extend service to Montpelier, 8 miles, invited.
6828 From Salt Lake City, by Stoker, Centerville, and Farmington, to Uintah, 29 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection.
Leave Salt Lake City daily, except Sunday, at 7 a m;
Arrive at Uintah by 4.30 p m;
Leave Uintah daily, except Sunday, at 7 a m;
Arrive at Salt Lake City by 4.30 p m.
16829 From Salt Lake City, by Tooele, to Stockton, 40 miles and back, twice a week.
Leave Salt Lake City Tuesday and Friday at 7 a m;
Arrive at Stockton by 7 p m;
Leave Stockton Wednesday and Saturday at 6 a m;
Arrive at Salt Lake City by 7 p m.
16830 From Corinne, by Bear River, and Portage, (Utah,) 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;
Arrive at Virginia City third day by 8 p m;
Leave Virginia City Monday, Wednesday 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.
16831 From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times a week.
Leave Brigham City daily, except Sunday, at 7 a m;
Arrive at Hot Springs by 12 m;
Leave Hot Springs daily, except Sunday, at 1 p m;
Arrive at Brigham City by 7 p m.

INSTUCTIONS TO BIDDERS AND POSTMASTERS.

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

1. Seven minutes are allowed to each intermediate 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 pouches.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them; are to be conveyed without charge; and for the use of the United States agents a sufficient car, or part of a car, properly lighted, warmed, and furnished, and adapted to the convienent seperation and due security of the mails, is to be provided by the contractor, under the direction of the Department.

Railroad and steamboat companies are required 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 for the performance of all other side services that is, for offices over eighty rods from a station or landing.

There will be "way bills prepared by postmasters, or other agents of the Department, 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 lat er to be examined by the several postmasters, to insure regularity in the delivery of mails.

4. No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, three times the pay of the trip will be deducted. For arrivals 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, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificate of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail pouches, or deliver it into a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is 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 persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public interests, in his judgement, shall require such discontinuance or curtailment for any other cause; he allowing a full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a pro rata compensation for the amount of service retained and continued.

9. Payments will be made by collections from or drafts on, postmasters, or otherwise, after the expiration of each quarter—say in November, February, May, and August.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., 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 discontinued, or other costructions increasing distance or expence, occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day and hour named, (3 p. m., March 1, 1870,) for bids received after that time WILL NOT BE CONSIDERED in competition with a bid of reasonable amount received in time. Neither can bids be considered which are without the guarantee required by law and a certificate of the sufficiency of such guarantee.

12. Bidders should first propose for service strictly according to the advertisment, and then, if they desire, a PREFERENCE for different service; and if the REQUIRED one be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids (proposing one sum for two or more routes) are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address,) and the name of each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the Department, and to write out in full the sum of their bids, and to detail the pieces of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal is dated and received before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons. The bid and guarantee should be signed plainly with the full name of each person.

The Department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders. [Act of July 2, 1836, section 24.]

16. The bid should be sealed, superscribed "Mail Proposals, Territory of Utah," addressed "Second Assistant Postmaster General, Contractors Office," and sent by MAIL, not by or to an agent; and postmasters will not inclose proposals (letters or any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the Department by or before the 1st DAY OF JULY, 1870; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Bidders will therefore take notice that they will be expected to perform the 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 1st of March next, report their exact distances from the nearest station, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security of such transportation." Under this law bids that propose to transport the mails with '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 no others are considered.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and can not be received, so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors, or sureties, without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the Department, must, equally with others, produce guarantees and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted.

JNO. A. J. CRESSWELL,
POSTMASTER GENERAL.

d279-6

OMAHA TRADE.

HURFORD, LEHMER & CO.,
Wholesale Dealers in
Hardware, Iron, Cutlery, Nails, Miners' Supplies and
AGRICULTURAL IMPLEMENTS.
Proprietors of the
WESTERN DEPOTS,
ST. LOUIS, MO., and OMAHA, NEBRASKA,
FOR THE

Manufacturers and Jobbers in
White Lead, Colors, Varnishes,
OILS, BRUSHES, WINDOW GLASS,
Mineral and Cottage Paints, Puttys, Etc.
Special Brands of Lead
Made for the Trade at Factory Prices.

N.B.—We would call special attention of the Trade to our Brands of HURFORD, SWEET & Co.'s and BANNER LEADS, which we guarantee to be equal to an Lead in the Market, and our long experience as corroders, and acquaintance with the manufacture of our line of goods, enables us to give special inducements to our customers.

Being manufacturers of our own Lead and Colors, we can supply them from St. Louis, or Omaha, Neb., at Factory Prices by addressing us at Omaha.

E. SHOEBRIDGE & SON
Are our Agents in Salt Lake City, through whom we will be pleased to receive orders. d221y

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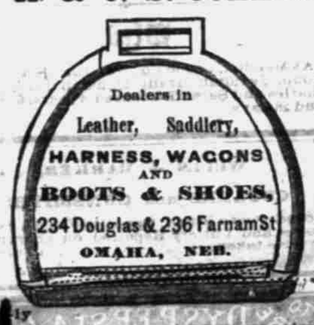
G. H. & J. S. COLLINS,

BOOTS & SHOES, LEATHER,



Dealers in
Leather, Saddlery,
HARNESS, WAGONS
AND
BOOTS & SHOES,
234 Douglas & 236 Farnam St
OMAHA, NEB.
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FRESH OYSTERS!

LA EY respectfully informs the citizens of Utah Territory that he is now ed to fill all orders for

Fresh Baltimore Oysters,

n Manufactured CANDY,
And all kinds of
CONFECTIONERY, CRACKERS, &c.
At the Lowest Wholesale Rates.
l orders promptly filled.
rs to J. H. LATEY, with W. S. Godbe.
ddress H. L. LATEY,
Cor. of Douglas and 12th Streets,
OMAHA, NEB.
16-1y

WOLCOTT & CO.,
Wholesale Dealers in
Paints, Brushes, Varnishes
Window Glass,
And all articles used by
PAINTERS & GLAZIERS
Also,
OILS of all kinds, COAL OIL
In Barrels and Safety Cans.
ROSIN, TAR, Etc.,
Which we offer to the Trade at New York and Chicago and St. Louis prices, Freight added.

WE are also the only Western Agents of the SMITH & RAND POWDER COMPANY, and keep constantly on hand a full Assortment of their celebrated
ORANGE SPORTING POWDER.
And all Grades of BLASTING POWDER and FUSE.

229 Farnham St. Omaha.
d186 tf

ST. LOUIS TRADE.

BUCK'S PATENT
COOKING STOVES
Bake Quicker, Better and with less Fuel than any Stoves made.
EVERY STOVE WARRANTED.

They were awarded the Premium at last Louisiana State Fair, also at last St. Louis Fair, Oct., 1868, after actual trial in Baking with the leading Stoves made East and West.

We also Manufacture the Celebrated
PARAGON COAL COOKING STOVE,
which is superior to any Coal Cook Stove made.

BUCK & WRIGHT,
720 & 722 N. Main St., St. Louis,
Manufacturers of all varieties of
COOKING & HEATING STOVES.
d271y

CHICAGO TRADE.

DAVID M. FORD,
IRON AND BRASS FOUNDRY,
AND MACHINE SHOPS,
Manufacturer and Dealer in
Wrought and Cast Iron Pipe and Fittings, Finished Brass Work, Brass Castings, Babbitt Metal, &c.
PATENT SHINGLE, STAVE AND BARREL MACHINERY,
And PORTABLE SAW MILLS,
Soda & Mineral Water Apparatus, &c.,
AGENT FOR
Cincinnati Saw Works, Lee & Leavitt's Saw Mills, Dimpfel's Fan Blowers, American Meter Company, Conduct's Patent Steam Pumps Schaefer & Budenburg's and Ashcroft's Steam Guages, and other manufactures.
My SHINGLE MACHINE has a capacity of from two to four thousand Pine Shingles per hour, which sell in the Chicago Lumber Market at 25 to 50cts per M higher than the best shaved shingles.
FACTORY—50 to 62 West Washington Street and 47 Clinton Street,
CHICAGO.
d28 1y

FAIRBANKS'
STANDARD
SCALES
OF ALL KINDS.
FAIRBANKS, GREENLEAF & CO.
226 & 228 Lake St., Chicago. 209 Market St., St. Louis
d115 8m

FAIRBANK, PECK & CO.
No. 14, La Salle Street,
CHICAGO, - - ILLINOIS
PACKERS OF

Packed in Patent Air Tight Caddies of 3 lbs., 5 lbs., 7 lbs. and 10 lbs. each. This package is entirely new and found the most convenient ever introduced, both for dealer and consumer. The trade are invited to give it a trial.

Also, Manufacturers of
EXTRA LARD OIL
FOR LUBRICATING,
EXPRESSLY FOR
Flouring Mills, Saw Mills and Woolen Mills
AND
PURE NEATSFOOT OIL.
Special attention given to orders from UTAH
d230-1m

CHAS. W. SANFORD
Manufacturer of
CONFECTIONERY,
Of all kinds, by steam, and Wholesale Dealer in NUTS,
CIGARS, CANNED AND GLASS GOODS
Raisins, Figs, etc.,
38 Randolph St., - CHICAGO.
d67-1y

P. L. GARRITY,
Manufacturing Confectioner,
AND JOBBER IN
FRUITS, Fancy Groceries & CIGARS
32 & 35 RIVER STREET,
CHICAGO, - - - ILL.
"P L G" AND "GARRITY'S OWN" CIGARS!
Having exclusive control of the above brands of Cigars, I can offer liberal inducements to the Jobbing trade. d86 1y

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WHEN CHANGING WATER & DIET USE
Red Jacket Bitters
d33 1y

C. A. & C. H. Barnum & Co.
Successors to Barnum, Parr & Co.,
WHOLESALE DEALERS IN
NOTIONS, GLOVES,
HOSIERY,
HOOP SKIRTS, CORSETS
UMBRELLAS, PARASOLS, FANS,
White Goods, Laces, Edgings,
KNITTING COTTON,
Which we shall at all times offer at the bottom of the market.
Prompt attention will be paid to Letter Orders and satisfaction guaranteed in ALL CASES.
Particular attention paid to Salt Lake Trade,
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RAILROAD.

GREAT

THE MICHIGAN CENTRAL RAILROAD
AND CONNECTIONS,
Unite in running FOUR EXPRESS PASSENGER TRAINS DAILY between Chicago and New York, Boston, and all intermediate points in New England, New York and the Canadas.
The renowned Pullman Palace Sleeping Cars are run on this line, exclusively, from Chicago east, and are fully supplied on all night trains.
The famous PULLMAN HOTEL CARS leave daily on evening trains running directly through to Rochester, N.Y., without change.
The passenger equipment of this line is unequalled by any other in the country, and will be found by patrons to possess all the requisites of "SPEED, COMFORT and SAFETY."
Connected with the
GREAT CENTRAL ROUTE
IS ALSO
The Blue Line
Established January 1, 1867, for the carriage
Through Freight without Transfer
This Line is owned and operated by the Michigan Central; Illinois Central; Chicago, Burlington and Quincy; Chicago and Alton; Great Western, of Canada; New York Central; Hudson River; Boston and Albany; Providence and Worcester; Worcester and Nashua; Housatonic; and Jackson, Lansing and Saginaw Railroads.
THE "BLUE LINE"
Is the only route that offers to shippers of freight the advantage of an unbroken gauge of track from Chicago and the Mississippi river to the Seaboard, and is of the
SAME GUAGE AS THE UNION PACIFIC,
over which these cars will run on completion of that road.
THE BLUE LINE CARS
Are ALL OF UNIFORM BUILD, thus largely essening the chances of delay from the use of cars of a mixed construction, and the consequent difficulty of repairs while remote from their own roads.
The Blue Line is operated by the Railroad Companies who own it, without the intervention of intermediate parties between the Roads of Line and the public.
The facilities of the Line for making uniformly quick time are unequalled.
All claims promptly settled on their merits.
Freight contracts given at the offices of the Companies in New York, Boston, &c.
H. E. SARGENT,
Gen'l Supt. M.C.R.R., Chicago.
H. C. WENTWORTH,
Gen'l Pass. Agent, Chicago.
J. D. HAYES, Detroit,
Gen'l Manager Blue Line. d107 1y

FROM OCEAN TO OCEAN!

THE
Chicago, Rock Island
AND
PACIFIC RAILROAD!
THE
Great Central Iowa Route
IS NOW OPEN BETWEEN
OMAHA & CHICAGO
VIA DES MOINES & ROCK ISLAND.
This Great Central Route
IS OVER 100 MILES SHORTER than via St. Joe, and no change of CARS.
THIS LINE IS WELL STOCKED WITH
Elegant New Cars
AND
PALACE SLEEPING COACHES
FOR ALL THROUGH TRAINS.
Two Express Trains leave Council Bluffs Daily, upon arrival of Trains from the West, and make quick time over a thoroughly well constructed
BROAD GAUGE
Laid with heavy New Rail, giving Passengers the advantage of
SPEED, COMFORT and SAFETY COMBINED.
Both Trains connect at Chicago with East Express Trains for the East.
Through tickets via this Line can be had at all Through Ticket Offices of the Pacific Railways, at Wells, Fargo and Co's Office, Salt Lake City, and at Company's Offices at Omaha and Council Bluffs.
S. S. Stevens, General Agent, Council Bluffs.
L. Vieto, Gen. Freight Agent, Chicago.
P. A. Hall, Assistant Gen. Supt., Chicago.
A. N. Smith, Gen. Pass. Agt., Chicago.
COL. E. F. HOCKEY, WESTERN AGENT.
C. F. SMITH, Ticket Agent.
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