DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. X. SALT LAKE CITY, UTAH TERRITORY, TUESDAY EVENING, JANUARY 2, 1877. NO. 34.

BUSINESS DIRECTORY.

Keep Them Before the Public.

F. Auerbach & Bro.
Sell dry goods, fancy goods, millinery, clothing, boots and shoes, hats and caps, notions, etc.

Joe. Barker
Sharpens saws, repairs stoves, and does all cutlery, lock and gunsmith work.

Calder & Careless
Sell Mason & Hamlin and other organs, pianos, fancy goods, holiday presents, and agents for all kinds of musical instruments and merchandise, and take second-hand pianos and organs in exchange.

Dr. A. W. Calder,
Practices in dentistry.

C. F. Culmer & Co.
Sell family groceries, window glass, and home-made sashes.

Davis, Howe & Co.
Do all kinds of milling and mining machinery work, wrought and cast iron work, and all kinds of brass work of all descriptions.

Day & Co.,
Sell dry goods, boots and shoes, hats and caps, family groceries, flour, feed and grain, double-barreled shotguns and gunners' supplies, and buy dried fruits.

Deseret National Bank
Does a certain banking business and receives savings on interest.

Deseret Carriage and Wagon Co
(Limited) Knight, Ross and Obiad) Make and repair all kinds of vehicles to order, and all kinds of carriages, mining cars, etc., and all kinds of blacksmithing and carriage painting and trimming.

Diamond
Sells the very best live geese feathers, manufactures lumber furniture and baby wagons.

George Dunford,
Sells boots, shoes and slippers, hats and caps, wholesale and retail.

O. L. Eliason
Is a practical clock and watchmaker.

Geo. C. Ferguson
Does all kinds of watch and clock making, repairing and cleaning.

Daniel Greenig.
Sells staple and fancy groceries, provisions, etc.

Jake Hauser & Bro.
(Successors to J. H. Haguel), deal in guns, pistols, ammunition and fishing tackle, and do practical gunsmithing.

David James
Does anything in the tin, sheet iron and copper-smith line, also in the gasfitting line.

Wm. Jennings, Sons & Sadler,
Deal in notions, staple and fancy dry goods and groceries, boots and shoes, hats and caps, hardware, crockery and general merchandise.

Latimer, Taylor & Co.,
Sell lumber, shingles, sash and doors, moulding and frames, and everything in the building line.

The Provo Manufacturing Company,
James Dunn, Supt., makes and sells all grades of woolen goods.

P. Margetts,
City malt and spirituous liquor store, sells malt and spirituous liquors, wines, etc., by the pint, quart or keg. Also makes a specialty of genuine English Ale and Old Tom Gin.

James McGhie
Sells all kinds of Wasatch woolen mills home-made cloth, and buys wool.

W. H. Miles
Makes Brushes to order.

A. Minee
Does business as attorney and counselor-at-law.

Morris & Evans
Deal in mantles and grates and fine stone work.

Morton & Tufts
Sell wines and liquors, wholesale and retail.

Howard Sebree
Sells the Bain Wagon, Wood Mower and Reaper, Paddock Sulky Rake, Oliver Chilled Plow, Concord buggies and carriages, plows, harrows, cultivators, wagon timber, etc.

Sierra Nevada Lumber Association,
Sells sash, mouldings, shingles, doors, blinds, lath, wood pumps and water pipes cheap, at wholesale and retail.

Robert Smith.
Is agent for the Red Canyon and Rock Springs Coal.

P. Schwartz
Sells dress goods, shawls, flannels and other kinds of dry goods, also steam washing machine.

Dr. G. W. Rhugo
Treats all Chronic Diseases, office over Clebrook's store.

C. W. Stayner,
Attorney and notary public, secures patents and caveats for inventors, and gives information concerning the same.

Taylor & Cutler
Sell all kinds of general merchandise.

Taylor's Hotel
With or without board. Mrs. S. J. Rodgers keeps table.

S. P. Teasdel
Sells family groceries, parasols, summer prints, dress goods, gents' clothing, boots and shoes, ladies shoes, children's shoes, and dry goods and merchandise generally.

James Townsend
Keeps the Townsend House.

Walker Bros.
Sell dry goods, groceries, hardware, glass and crockery ware, and merchandise generally, wholesale and retail.

Workingmen's Co-operative Association,
Make and sell first class boots and shoes, repair boots and shoes, etc.

Z. C. M. I.
Sell dry goods, groceries, carpets, hardware, crockery and glassware, boots and shoes, hats and caps, leather and findings, and all sorts of general merchandise, wholesale and retail.

Zion's Savings Bank and Trust Company
Does a general banking business, and receives deposits in sums as low as one dollar.

TOWNSEND HOUSE
SALT LAKE CITY.
James Townsend, - Proprietor
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PEOPLE'S DRUG STORE!
HOMŒOPATHIC DISPENSARY, 89 First South Street, have the largest assortment of Medicines and Chemicals in Utah, and are therefore prepared to fill Prescriptions of every description.
DR. CROCKWELL & SON.

CARPETS.
RAG CARPETS for sale, and weaving done. Sewed carpet rags bought. Produce taken.
J. B. FURSTER.
34 South St., opposite Great Western Hotel.

THE LIFE AND TRAVELS OF PARLEY P. PRATT
Cloth, $2.50
Calf Gilt, 4.00
Morocco Gilt, 5.00
A FEW COPIES FOR SALE
AT THE OFFICE OF THE
DESERET EVENING NEWS
SALT LAKE CITY.
Mailed on receipt of price.

CALENDAR, 1877.

JANUARY.

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
		2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

GO TO
Taylor & Cutler's,
FOR YOUR
CURRANTS, RAISINS, CANDIED PEEL, ETC.

A Lot of Ribbons, Sash Ribbons, Bonnet and Neck Ribbons, suitable for Christmas and New Year's Presents,
TO BE SOLD VERY CHEAP.

HOME-MADE CLOTHS, FLANNELS, YARNS, ETC.

SPECIAL ANNOUNCEMENT
To the Salt Lake Public!
GRAND HOLIDAY CENTENNIAL OPENING
OF
Christmas and New Year's Presents!
AT
DWYER'S BOOK STORE THIS EVENING.

ELEGANTLY BOUND BOOKS *in every style of binding.*
A Large Assortment of JUVENILE BOOKS, purchased at the late trade sales in New York, which will be sold CHEAP.

TOY BOOKS
Of every description, printed on linen, in GREAT VARIETY, CHEAP.

WAX DOLLS, CHINA DOLLS,
Doll Heads and Bodies, Tin Toys, a large assortment, Toys of all kinds.
WAGONS, WHEELBARROWS, SLEIGHS, CARTS,
AND HOBBY HORSES, WORK BOXES, LADIES' WICKER WORK BASKETS, ALBUMS from 25c. up to $50.00, BIBLES from 50c. to $40.00. In fact I have
HUNDREDS OF PRETTY THINGS
SUITABLE FOR CHRISTMAS PRESENTS, too numerous to mention.
Handsome Writing Desks, Gold Pens and Holders.
The best and most useful present to give your children is a GOOD BOOK.

Having selected the stock while in New York, Boston and Philadelphia, with great care, I am determined to Sell as Low as any other house in the city. Everybody invited to call and see for themselves.
d17

"We are Bound to Win"
CUSTOMERS AND CURRENCY!
If Low Prices and Fair and Square Dealing will do it.
For all the LATEST NOVELTIES
In LADIES', MISSES' and CHILDREN'S,
SHOES AND SLIPPERS,
MENS, BOYS' AND YOUTHS'
BOOTS AND SHOES, HATS AND CAPS AND GLOVES
Arctic Overshoes and Rubber Goods,
FOR ONE AND ALL.
Keep your Feet Warm and Dry. To do this and many other things mentioned in the above, the best place is at
GEO. DUNFORD'S.
Wholesale and Retail.
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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, Tuyere, Sieg Pots and Cocks, Bullion Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.
Also Brass Work of all descriptions.
First East Street,
NEAR NORTH TEMPLE ST., S. L. CITY.
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DR. A. W. CALDER,
DENTIST.
Fellow of the American Academy of Dental Surgery.
OFFICE—Main Street, opposite Wasatch Hotel.

THE EVENING NEWS.
Published every evening, except Sunday.
One copy, one year, with Postage,....$10.00
" " six months, " 5.25
" " three months, " 2.65

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SEMI-WEEKLY.
Published every Tuesday and Saturday.
One copy, one year, with Postage,....$4.25
" " six months, " 2.15
" " three months, " 1.10

DESERET NEWS
WEEKLY.
Published every Wednesday.
One copy, one year, with Postage,....$3.50
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" " three months, " 95

TERMS—IN ADVANCE.

OFFICE—Corner of South and East Temple Streets.

The News Book and Job Printing Office has superior facilities for the execution of all kinds of Book and Job Printing, BOOK-BINDING AND PAPER-RULING.

DAVID O. CALDER,
Editor and Publisher.

By Telegraph.

PER WESTERN UNION TELEGRAPH LINE.

EASTERN.

Further Particulars of the Railroad Catastrophe.

ASHTABULA, 30.—The work of removing the bodies from the wreck is still going on; forty-five have already been brought out, and there are still evidences of many more under the debris. It is impossible to identify more than three of the bodies. All the rest are burned, charred and blackened beyond recognition.

Had it not been for the fire probably not one-third would have been lost. The water in the creek is only about three feet deep. It is thought by some that when it is dragged, a number of bodies may be found.

A stock drover is another witness as to the rapidity with which the fire did its work. He says he was one of the first out of the wreck, and that five minutes had not elapsed before the whole thing was a flame. There was on board a family named Bennett, on their way from New York State to Jefferson, Ashtabula County. The father and mother got out of the wreck, and the children were only saved by being passed from the arms of one man to another over a pile of burning wood. One of the four is seriously injured; all of them were scorched slightly. On Saturday morning, the mother, who was *enciente*, gave birth to a child, the event being hastened by the excitement she has undergone.

Mrs. Frame, of Rochester, who was so badly burned about the lower part of the body, is in a precarious condition, and it is the opinion of Dr. Schneider that she has but a slight chance for life.

Shepard, whose rescue was previously described, had one of his legs fearfully crushed, so much so that it had to be amputated.

Nearly a complete list of the injured and saved is at hand. It is remarkable that those not killed were but slightly hurt. The only Californians in the list are J. A. Thompson, injured about the head, A. Maitland, injured about the back and head. Edward Truworth, of Oakland, Cal., ribs broken. The list gives the names and residences of 62 who either escaped or received injuries which were more or less serious. The dead list can only be ascertained when it becomes gradually apparent that those who were known to have been passengers on this ill-fated train do not make their appearance.

Description of the Railroad Horror.

CHICAGO, 30. — The *Tribune's* Ashtabula special says the proportions of the Ashtabula horror are now approximately known. The daylight, which gave an opportunity to enumerate the saved, reveals the fact that two out of every three passengers on the train were lost. Of the 160 whom the conductor reports as having been on board, but fifty-nine can be accounted for. The disaster is, dramatically, complete. No element of horror is wanting. The first crash of the bridge; the agonizing moments of suspense as seven laden cars plunged down the fearful leap to the icy river bed; then the fire which came to devour all that had been left alive by the crash; then the water which gurgled up from under the broken ice and offered another form of death; and finally the lifting blast, filled with snow, which froze and benumbed those who had escaped the water and fire.

The iron structure was a single span of 159 feet, crossed by a double track, 70 feet above the water; the descent into the valley on either side is precipitous, and as the hills and slopes are filled with heavy drifts of snow, there was no little difficulty in reaching the wreck after the disaster became known. The bridge had been regarded as one of the very best of the kind in the country; had frequently been tested with six locomotives, and trains frequently crossed on both tracks simultaneously without causing more than a slight deflection of the structure.

The disaster occurred shortly before eight o'clock. It was the wildest winter night of the year. The train was moving less than ten miles an hour. The head lamp threw but a short, dim flash of light in front, so thick was the air with the driving snow; the train crept across the bridge. The leading engine had reached the solid ground beyond, and its driver had just given it the steam when something in under the gearing of the bridge snapped. For an instant there was a confused cracking of beams and girders. As the bridge fell the driver of the locomotive in front had given it a quick head of steam, which tore the drawhead from its tender and liberated it, and the engine shot forward and buried itself in the snow. The other locomotive was drawn backward by the falling train, tumbled over the pier and fell bottom upward on the express car behind. Engineer Folsom escaped with a broken leg. There is no death list to report; there can be none until the list of the missing ones who traveled by the Lake Shore Road on Friday is made up. There are no remains that can ever be identified. Three charred and shapeless lumps, recovered up to noon to-day, are beyond all hope of recognition; for the rest there are a a pile of white ashes in which glisten the crumbling particles of calcined bones. In other places there are masses of black charred debris, half under the water, which may contain fragments of bodies, but nothing of human semblance. It is thought their may be a few corpses under the water, as there were women and children who sprang into the water and sank, but none thus far have been recovered.

Doctor A. H. Washburn, Rector of Grace Episcopal Church, Cleveland, who went on board the train at Erie, cannot now be found. George Armstrong, late of the firm of Alcott, Horton & Co., is thought to be amongst the lost. Thirty of the survivors, many of them wounded, were taken to Cleveland this morning.

A large gang of men have gone down to clear away the wreck and prepare for throwing a temporary bridge across the chasm. It will be ten days before the road will be open again.

Meteorological Observation.

WASHINGTON, 30. — Secretary Robeson has assured the Secretary of War that the navy department will cordially co-operate with the War Department in the daily simultaneous meteorological observation now made by many nations around the world. The observation will be taken at 7.30 a. m.

At Their Posts.

NEW ORLEANS, 31.—The United States troops are all ordered to remain in their barracks to-morrow and the officers to be at their posts.

The Wreck of the "Circassian"—The Doomed Crew—Their Prayers Heard from the Shore—Terrible Agony and Suspense.

NEW YORK, 31. — The second wreck of the ship *Circassian* is the most disastrous that has occurred on Long Island coast since the wreck of the *John Milton* fifteen years ago. She ran ashore in a blinding snow storm. Thirty persons were lost. The crew of the *Milton* were frozen stiff in the rigging, their arms standing straight out in front of them. The men on board the *Circassian* had finished on Friday night all necessary preliminaries for attaching a hawser with which she was to be drawn off during the early hours of the night. The wind freshened a little and the sea began to run very high until about six o'clock, when it began to break clear over her. The men, apprehending danger, went into the fore rigging where they were ordered for greater safety. All on board, thirty-two souls, all told, remained thus exposed until early in the morning, when it was deemed advisable to shift quarters, as the falling of the top hamper, caused by the rolling of the vessel, made it difficult to hold on. The crew was safely transferred to the mizzen, where signals of distress were shown. It was an awful suspense for the poor fellows, lashed to the mast and yards of the ship. They saw attempt after attempt made to establish communication with them and fail. Each failure seemed to measure their purchase upon life. Every effort to get a boat off the shore proved futile.

Captain Henry Hunting, life saving station No. 10, now brought a mortar into service, and several balls, with rops attached, were thrown out to the ship. Its hold was not very secure, and it presently fell off, and the slender thread upon which the thirty-two human lives depended, was snapped for ever. The station men, all the while these endeavors were being made, could see men in the rigging quite plainly, and hear their cries for help. Many of the weather-beaten heroes on the shore, who have been wrecking vessels and saving lives since boyhood, were moved to tears by the piteous importunities of the wretched men off the shore. The violence of the efforts to save them mitigated the suspense they would otherwise have felt during the early hours, but when the last charge was shot off, and nothing else possible to human effort or bravery remained to be done they became unmanned, and many of them wept. The nervous excitement and sudden inactivity utterly uncapacitated them for any duty. They could not leave the spot, and it only remained for them to remain inactive and see their fellows perish before their eyes. To leave the beach would only add to the terrors of the death that stared its victims in the face, and to remain inactive would probably give cause for unjust reproach from the poor helpless waiters on the wreck.

Captain Hunting and his men remained and tried to answer the calls from the wreck, but nothing that was said on shore was heard on the ship on account of the direction of the wind. In terror and suspense, the morning wore on, the wind having veered around, in the meantime, to the west-southwest. During the early part of the night, before the men went into the rigging, the cables were slacked, but the ship moved only a short distance, and continued through the night to strike the bottom. Every time she struck the men thought she would lose her mast, to which they had lashed themselves. While conscious of the great danger and utter impossibility of saving themselves if the mast should go by the board, it being of iron, they were unable to slacken the lashing. Some of them, with more self-possession than others, had taken this contingency into their calculations, and had not securely lashed themselves, and among these were the only four saved from the wreck.

At half-past four a.m., the long-dreaded crisis came, and the mizzen mast went by the board with a crash, carrying the mainmast with it. A tremendous swell had struck the *Circassian* aft and raised her very high; when it receded she thumped heavily, and the terrible jar threw the mast over the side, and the masts being of iron went to the bottom immediately, carrying with them twenty-eight souls.

The custom house officer detailed to superintend the landing of the cargo, in his description of the scene, says the ship was lying about 600 feet off the shore. Amid the howling of the tempest and the roar of the waves there were borne to our ears the voices of the poor fellows in the rigging, singing a hymn and praying in chorus to God. There was hardly a dry eye on the shore among us when we heard the thrilling and supreme appeals made to God. Among those on the wreck were ten Shinnecock Indians who, as a rule, are very good men. During this agonizing scene, which lasted for hours, we heard these men praying. The beach was lined with hundreds of people, many of them women, sobbing piteously. Some of them were wives of the doomed men.

Of the twenty-eight persons lost by the wreck of the *Circassian* twelve were of the crew and the remainder were wreckers.

The Ring Conspirator Woodward.

E. A. Woodward, one of the ring conspirators under the Tweed reign, and who was arrested some three months ago in Chicago and lodged in the Toombs here, has been released on his own recognizance. He has surrendered over $50,000 to the prosecuting counsel. His testimony is to be used in the ring prosecutions. His release does not nullify the indictments against him.

Vanderbilt's Condition.

Commodore Vanderbilt was so weak yesterday as to alarm his friends, but he rallied considerably after taking nourishment.

Cardinal McCloskey's Health Growing Worse.

Cardinal McCloskey's health has grown steadily worse ever since his accession to the highest position in the American Catholic Church. His illness, according to his physicians, is peculiar. The publicity attending his high position is in every way against his instincts, and the responsibility attending his duties as cardinal bear heavily upon him.

The Peace Question.

The *Herald's* London special says no matter how many editorials, breathing confidence in the preservation of peace may appear in the newspapers, the minds of those who are best informed in European politics are filled with gloomy forebodings, and not a few are convinced that 1877 is destined to be a year of sanguinary war, and of sweeping change.

FOREIGN.

BRITISH AMERICA.

Engine Drivers' Strike.

SAINT ALBANS, 30.—The Grand Trunk engineers seized the turntable of Point St. Charles, and refused to let any trains pass. The Montreal authorities have been applied to for aid.

TORONTO, 30.—The only train in motion west of Montreal is the western bound passenger train, which is approaching Belleville. The track at that point is barricaded on both sides of the town. The strikers are so demonstrative that a company of militia has been called out to assist the civil authorities in protecting the railroad employees in their endeavor to clear the line. The eastern bound passenger train will be started from this city on Sunday morning.

WEST INDIES.

The "Moctezuma" Affair.

HAVANA, 30.—The captain of the American schooner *Maud Barbour*, which landed here on Tuesday last, gives the following account of the *Moctezuma* affair. The *Moctezuma* cast anchor about 160 miles from Trujillo, where the coast is entirely open, and sent a boat ashore for a pilot. The boat capsized in the surf, and the men, who were Spanish sailors and part of the crew of the *Moctezuma* at the time of her capture by the Cubans, escaped, and made their way to Trujillo, where the Spanish consul chartered the *Maud Barbour* on Dec. 30, and dispatched her with sealed papers and the three sailors to the government here.

The commandant of Trujillo sent a party of twenty-five to capture the *Moctezuma*. The captain of the *Barbour* could not prevail upon the three sailors to give any account of the movements of the *Moctezuma* since her capture up to the time of her arrival off the Honduras coast.

GREAT BRITAIN.

Hopes of Peace.

LONDON, 31. — A dispatch from Constantinople, dated Thursday 28, says the Turkish representatives at to-day's sitting of the conference accepted the prolongation of the armistice without opposition. The conference afterward dismissed the Porte's counter proposal for reforms applicable to all the provinces without distinction. The plenipotentiaries did not regret these proposals. This is believed to imply a willingness on the part of the powers to modify their original proposals, and a mutually conciliatory spirit prevailed, the Ottoman delegations appeared disposed to make such concessions as are compatible with the integrity and independence of Turkey. Consequently hopes are entertained that an understanding will be reached by which all interests will be considered.

At the council of ministers held this evening, the Sultan presided in person. The council was followed by a council of generals under the presidency of the commander-in-chief.

Reuter's Paris telegram says the Porte proposes that the force to be established in Christian Turkey, be under European officers. The acceptance of this offer appears probable. The only difficulty is the condition that the officers shall be commissioned by Turkey.

Improving.

The Russian telegraph agency announces the condition of the Grand Duke Nicholas as improving.

The *Daily Telegraph's* correspondent at Pera insists that the removal of the British fleet has no political significance. He says at Thursday's sitting of the conference the Ottoman delegation commenced by declaring as impossible every measure affecting the independence and integrity of the empire. They especially objected to the proposal that the governors of provinces should be appointed under the approval of the powers.

A Sure Cure for the Piles.

A sure cure for the Blind, Bleeding, Itching and Ulcerated Piles has been discovered by Dr. William (an Indian remedy), called Dr. William's Indian Ointment. A single box has cured the worst old chronic cases of 25 and 30 years standing. No one need suffer five minutes after applying this wonderful soothing medicine. Lotions, instruments and electuaries do more harm than good. Williams' ointment supports the tumors, gives instant and painless relief, and is prepared exclusively for Piles, and nothing else. For certificates of cures and full directions for use, see large circular around each box. Sold by all the leading druggists and country storekeepers everywhere. Ask for Dr. William's Indian Ointment and take no substitute.

Consumption can be Cured.

Standard Steam Laundry Office,
Cleveland, O., Oct. 30, 1876.

DR. FRAZIER. Dear Sir: I feel it a duty I owe to suffering humanity to write you, stating the wonderful benefit I have derived from the use of your Life Syrup and Strengthening Root Bitters. For some time I was sorely afflicted with a cough, raising bad stuff, with every symptom of being a confirmed consumptive. I tried different medicines and cures, without finding relief; I also consulted three of our most prominent Cleveland physicians, the last one of which pronounced my case serious and informed me I could not live more than a few months. About this time, hearing of your wonderful success, I commenced taking your Life Syrup for the lungs, in connection with your Root Bitters, and at once was benefitted, and after using the medicine some two months, I find myself entirely cured. If this statement of my case can be of any service to you in bringing your medicines to the notice of the suffering, my object in writing this note will be attained, for I firmly believe my life has been saved by your treatment.

Signed, TORRENCE DUNN.

Sold by all druggists everywhere. Dr. G. W. Frazier, proprietor, Cleveland, Ohio. Circulars mailed free.

Godbe, Pitts & Co., Agents, Salt Lake City. d

THROW PHYSIC TO THE DOGS!
City Malt and Spirituous
LIQUOR STORE
93 Kimball Block, Opposite Meat Market, 1st South Street,
SALT LAKE CITY, UTAH.
P. MARGETTS,
Proprietor, will be glad to serve friends in town and country with the best of Malt and Spirituous
LIQUORS, WINES, &c.,
By the pint, quart or keg, at reasonable rates.
GIVE ME A CALL!
Genuine ENGLISH ALE and OLD TOM GIN a Specialty. d293

CITY LIQUOR STORE!
For the Family Trade of Christmas and New Year's, 1876-77,
MORTON & TUFTS
(Opposite Deseret National Bank), respectfully invite attention to their excellent Stock of
WINES AND LIQUORS,
Which they guarantee strictly Pure, and the BEST that can be obtained for the prices. Call and examine.

ZION'S SAVINGS BANK AND TRUST CO.,
GO FIVE DOORS SOUTH OF Z. C. M. I.
East Temple Street.

CUT FLOWERS.
DURING the winter months I will have for sale all kinds of cut flowers, including *Camellias*, white and red, *Chinese Primroses*, single and double, different colors, *Azaleas*, different colors, *Bouvardias*, different colors, *Fuchsias*, different kinds, *Stevias*, *capsicumums*, *Carnations*, *Roses and Rose Buds*, different colors, very fine, *geraniums*, different colors, *Abutilons*, different kinds, *Heliotropes* and many other various kinds. Flowers in pots and hanging baskets for sale. Cash, store orders, Brigham and Tithing orders and provisions taken in pay. Visitors are welcome to see my greenhouse where I will be every day.
O. F. DUB,
Two blocks north of the Valley House, Salt Lake City. d294

O. L. ELIASON,

Practical Watch & Clock Maker,
JEWELER, ETC.,
BEGS to inform his friends that he has
REMOVED
To Three Doors East of Dinwoodey's Furniture Store,
FIRST SOUTH STREET.

SIERRA NEVADA
Lumber Association
WHOLESALE and RETAIL
DEALERS IN
LUMBER,
LATH,
Shingles, Doors,
WINDOW BLINDS, &c.
SUPERIOR
Wood Pumps!
KEPT IN STOCK.
OFFICE AND YARD
One-half Block South of Depot
S. J. LYNN, Supt.

UTAH CENTRAL RAILROAD.
Pioneer Line of Utah.

On and After June 20th, 1875.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fares.
Trains leave			
Salt Lake	7 00	2 45	
*Wood's Cross	7 25	3 06	60
Centreville	7 33	3 16	75
Farmington	7 50	3 33	1 00
Kaysville	8 12	3 53	1 25
Arrive at			
Ogden	8 00	5 40	2 0

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fares.
Trains leave			
Ogden	9 40	6 20	
Kaysville	10 21	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	11 04	7 44	1 60
*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 8:00 a.m. and 5:05 p.m.; and Ogden at 5 a.m. and 3:30 p.m.
For all information concerning Freight or Passage, apply to
JOHN SHARP, Jr.,
General Freight and Ticket Agent.
JOHN SHARP,
Superintendent.

UTAH SOUTHERN RAILROAD

On and after Dec. 13th, 1876.
Going South.

Name of Station.	No. 1 Passenger.	No. 3 Freight.	No. 5 Freight.	Fare.
	A. M.	A. M.	P. M.	
Trains leave Salt Lake	7 00	6 10	2 00	
Little Cottonwood	7 28	6 45	12 25	50
Junction	7 48	7 15	12 55	75
Arrive at Sandy	7 53	7 25	3 15	1 00
Leave Sandy	mxd 8 03			
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 28			3 50
Santaquin	11 43			4 00
Arrive at Terminus	M. 12 00			4 0

Going North.

	No. 2 Passenger	No. 4 Freight.	No. 6 Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 20			25
Santaquin	12 57			50
Payson	1 17			50
Spanish Fork	1 49			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 15	5 00	2 00
Junction	4 51	9 25	5 10	2 25
Little Cottonwood	5 11	9 55	5 40	3 50
Arrive at Salt Lake	5 40	10 20	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 NORTHERN RAILROAD.
ON AND AFTER
JANUARY 1st, 1876.
Trains will run Daily as follows:
NORTHWARD.

		No. 1.
Leave Ogden		9:20 a.m.
"	Brigham	13:50 "
"	Logan	2:00 p.m.
Arrive at Franklin		3:30 "

SOUTHWARD.

		No. 2.
Leave Franklin		9:00 a.m.
"	Logan	10:55 "
"	Brigham	2:35 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 and Ticket Agent.

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