UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.

No. 7. FREIGHT.	No. 5. FREIGHT.	No. 2. PASSENGER	No. 1. PASSENGER	Distance. MILES.	Fare	STATIONS.	Fare	Distance. MILES.	No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT	No. 8. FREIGHT.
Lv 3.00 pm	Lv 5.40 am	Lv 4.15 pm	Lv 10.10 am			....Ogden....	25.00	319	Ar 8.20 pm	Ar 1.40 am	Ar 11.10 am	Ar 645 pm
4.50 "	7.20 "	" 5.30 "	" 10.34 "	6	.45	....Summit....	14.60	272	Lv 8.48 "	Lv 1.19 "	Lv 10.24 "	Lv 7.40 "
4.54 "	7.25 "	" 5.00 "	" 10.38 "	16	.80	....Kaysville....	14.20	261	" 8.35 "	" 1.05 "	" 9.41 "	" 7.00 "
5.05 "	7.35 "	" 5.14 "	" 11.09 "	31	1.20	....Farmington....	12.85	251	" 8.22 "	" 12.41 "	" 9.20 "	" 6.20 "
5.30 "	8.05 "	" 5.35 "	" 11.30 "	46	1.60	....Centerville....	12.65	234	" 4.12 "	" 12.20 "	" 8.57 "	" 5.40 "
5.45 "	8.57 "	" 7.31 "	" 11.36 "	28	1.50	....Wood's Cross....	12.55	252	" 4.04 "	" 12.34 "	" 8.47 "	" 5.30 "
Ar 6.30 "	Ar 9.40 "	Ar 7.55 "	Ar 11.50 "	37	2.00	....Salt Lake....	13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
		FREIGHT.										FREIGHT.
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.00 am	Ar 5.26 pm		Ar 5.26 pm
		" 7.30 "	" 2.35 "	44	2.30	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.55 "		Lv 4.55 "
		" 7.50 "	" 2.52 "	54	2.35	....Gateville....	12.65	236	" 9.32 "	" 4.28 "		" 4.28 "
		" 8.00 "	" 2.34 "	46	2.40	....Coventdale'n....	12.55	234	" 9.27 "	" 4.05 "		" 4.05 "
		" 8.15 "	" 2.43 "	49	2.55	....Junction....	12.35	231	" 9.19 "	" 4.00 "		" 4.00 "
		Ar 9.30 "	" 2.45 "	50	2.70	....Sandy....	12.30	230	" 9.15 "	Ar 3.50 "		Ar 3.50 "
		Lv 9.15 "								Lv 3.35 "		Lv 3.35 "
		" 9.35 "	" 3.00 "	54	2.90	....Draper....	12.10	226	" 9.00 "	Dp 3.00 "		Dp 3.00 "
		" 11.00 "	" 3.40 "	68	2.65	....Lehi....	11.38	212	" 8.19 "	" 1.40 "		" 1.10 "
		" 11.15 "	" 3.59 "	71	3.30	....American Fork....	11.20	209	" 8.07 "	" 1.25 "		" 1.25 "
		" 11.30 "	" 4.05 "	74	3.95	....Pleasant Grove....	11.05	206	" 7.55 "	" 1.10 "		" 1.10 "
		Ar 12.30 pm										
		Lv 12.40 pm	" 4.30 "	83	4.10	....Provo....	10.50	195	Lv 7.25 "	Lv 12.20 "		Lv 12.20 "
		" 1.03 "							Ar 7.03 "	Ar 11.45 am		Ar 11.45 am
		Ar 1.05 pm	" 4.44 "	90	4.80	....Springville....	10.20	190	Lv 6.50 "	Lv 11.22 "		Lv 11.22 "
		" 1.25 "	" 4.58 "	95	5.30	....Spanish Fork....	9.90	187	" 6.38 "	" 11.00 "		" 11.00 "
		" 2.50 "	" 5.30 "	103	5.50	....Payson....	9.50	177	" 6.16 "	" 10.25 "		" 10.25 "
		Ar 3.20 "								Ar 10.00 "		Ar 10.00 "
		Lv 3.50 "	" 5.58 "	108	5.70	....Santaquin....	9.25	172	" 6.03 "	Lv 9.40 "		Lv 9.40 "
		" 5.45 "	" 6.37 "	120	6.40	....Mona....	8.60	160	" 5.30 "	Lv 8.45 "		Lv 8.45 "
		" 4.23 "	" 6.59 "	128	6.85	....Nephi....	8.15	152	" 5.08 "	" 8.07 "		" 8.07 "
		Ar 5.30 "	Ar 7.05 "	142	7.00	....Juab....	7.40	138	" 4.30 "	" 7.00 "		" 7.00 "
			MIXED.							MIXED		
			Lv 7.35 pm	142		....Juab....		138	Ar 4.00 am			
			" 8.16 "	151	8.05	....Mills....	6.95	129	Lv 3.16 "			
			" 8.40 "	157	8.30	....Lemmington....	6.70	123	" 1.55 "			
			" 12.55	191	9.90	....Riverside....	5.10	95	" 12.20 "			
			" 12.45	211	10.35	....Deseret....	4.65	86	" 11.42 pm			
			" 1.15 am	218	11.05	....Neels....	3.65	67	" 10.15 "			
			" 3.35 "	241	12.35	....Black Rock....	2.20	39	" 7.55 "			
			Ar 5.30 "						" 6.10 "			
			Lv 6.40 "	263	14.00	....Milford....	1.00	17	Ar 5.15 "			
			Ar 8.30 "	280	15.00	....Frisco....			Lv 4.00 "			

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Filmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train connects with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

No. 5 Train, leaving Salt Lake City at 8.40 a. m., will connect with the B. C. R. & N. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

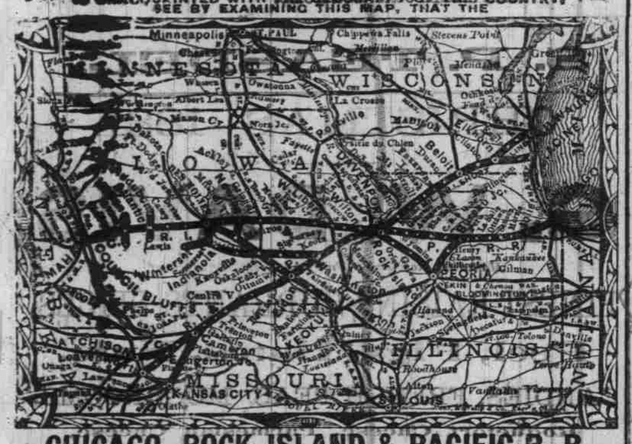
No. 4 Train, leaving Salt Lake City at 3.40 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Central Pacific Railway for Park City, and the Union Pacific Railway at Ogden for Park City.

No. 6 Train, leaving Salt Lake City at 8.45 a. m., will connect with the Union Pacific Railway at Ogden for Park City.

No. 8 Train, leaving Salt Lake City at 5.00 p. m., will connect with the Utah and Northern Railway at Ogden for all points North.

GOING NORTH.

FRANCIS GOFF, Gen'l Pr't and Pass. Ag't. 1004 JAMES SHARP, Ass't Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.



CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Bethany, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Rockville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Throughcars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped, its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful Illinois and Iowa prairies in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At BLACKWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & P. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. R. (in Neb.)

At COLUMBUS JUNCTION, with B., C. R. & N. R. R.

At TRENTON, with Central Iowa R. R.; W. St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Tkt. and Pass'r Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 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., with the Utah & Northern Railway, or points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

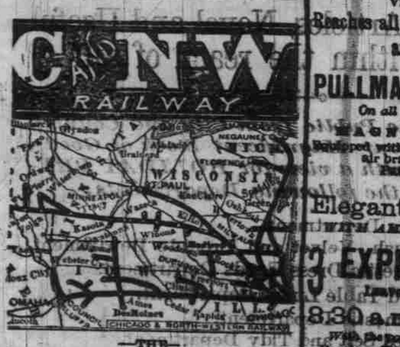
At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joseph and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Building 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, General Ticket Agent, Omaha.

J. A. CLARK, Gen'l Superintendent.



THE Chicago & North-Western RAILWAY

Is the Oldest, Best, Constructed, Best Equipped and Improved

LEADING RAILWAY OF THE WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS AND CHICAGO, MILWAUKEE

And all points East, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburg, Hancock, Detroit, Toronto, Montreal.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R. R. depart from, arrive at and use the same Joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING-ROOM CARS

Are run on all through trains of this road.

It is the Only Road

COUNCIL BLUFFS AND CHICAGO

Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the best Traveling Accommodations you will buy your tickets by this Route. TAKE NO OTHER. AND WILL TAKE NONE BUT THEM.

All Ticket Agents sell Tickets by this Line.

MARVIN HUGHITT, Sup't. P. P. Gen'l Manager, Chicago.

FOR SALE!

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at the Office. One 500-lb. Platform Scale. Apply at the office. d96

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA LINE.

CONTINUOUS ALL RAIL ROUTE! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City,

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all EXPRESS TRAINS.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform And Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Sundays. With Parlor Car Attached. Leaves Chicago as above daily, except Sunday, and runs through to Pittsburg and Philadelphia without change. Reaches Pittsburg 7.30 a.m.; Harrisburg 10.45 a.m.; Philadelphia 4.05 p.m.; New York 6.15 p.m.; Boston 8.35 p.m.; Baltimore 6.50 p.m.; Washington 8.00 p.m. next day.

5.15 Atlantic Express. Daily. With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 a.m.; Harrisburg 3.55 a.m.; Philadelphia 8.00 a.m.; New York 11.00 a.m.; special Philadelphia Sleeping Car on this train, which permits its occupants until 7.30 a.m., according Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 2.50 a.m.; Baltimore 6.45 a.m.; Washington 8.05 a.m.; Philadelphia 6.00 a.m.; New York 10.00 a.m.; Boston 1.40 p.m.; through Baltimore and Washington Sleeping Car on this train.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through tickets for sale at all important points in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. E. MYERS, General Passenger and Ticket Agent, CHICAGO.

PAPER BOX MANUFACTORY!

All kinds of Fancy and Ornamental Boxes Made to Order.

DRY GOODS & BOOT BOXES

Of Thick Leather a Specialty, to hold ONE DOZEN PAIRS of BOOTS, 7Bots.

They are Genuine Articles that can not be Broken or Crushed!

THOS. BLIGHT, MANUFACTURER, SALT LAKE CITY.

P. O. Box, 643. d87

EVENING NEWS.

Vol. VI. Salt Lake City, Tuesday, Jan. 3, 1882. No. 1.

BRIEF TELEGRAMS.

Gov. Murray will reach Washington to-day.

Edme Alexis Alfred de Hedency, French painter, is dead.

J. F. Burgess, ex-President of the Transvaal Republic, is dead.

Congressman Edward J. Morris died to-day at Philadelphia.

The old Vanderbilt homestead on Staten Island, N. Y., burned yesterday morning.

The republican assembly caucus nominated Alvord for Speaker at Albany, N. Y.

Eastern freight rates are said to be 84 cents over some lines lower than before the war.

A billiard expert made 1,141 consecutive caroms, in a practice game on New Year's Eve in Paris.

The Boston wool market is firm, with a steady demand. Full prices continue to be realized on all kinds of sales.

Captain Briggs and crew of the steamer sunk by the steamer *Newport* are all supposed to be drowned.

A Worcester dispatch says: Geo. P. Kendrick & Co's livery stable burned, together with 24 horses and contents.

The London *Standard* says there is no longer reason for hope that an Anglo-French commercial treaty can be arranged.

Mr. Gladstone will not appear before the bar of the House of Commons and claim to have the oath administered to him.

A Galveston *News* Greenville special says: The west side of the public square burned last night. Loss, $50,000, insurance $35,000.

The President, Secretaries Folger and Frelinghuysen and Postmaster-General James left for Washington. Senators Cameron and Allison are on the same train.

A Detroit dispatch says: This morning a barn belonging to the Centre House, Imlay City, burned and with it Blair's livery stable, in which were 12 head of horses.

Senator David Davis is ill, the result of a cold contracted at the President's New Year's reception. Physicians advise him to remain indoors for several days.

Only routine business was considered at the Cabinet meeting today. The President accepted the resignation of J. Stanley Brown, private secretary to President Garfield.

One of the special prosecutors for the government in the Star route cases, stated yesterday that they would commence their work before the grand jury in about two weeks.

A special from Minden, Louisiana, says at a plantation near here, Robt. Lewis, brother of Will S. Lewis, shot Mrs. Will S. Lewis and her sister, Mrs. Thompson, both seriously, and then shot himself.

Gen. Sherman has issued an order stating that the abuse of sick leaves, on surgeon's certificates, has grown to be so great, that it becomes necessary to invite the special attention of the officers making the certificates.

A London dispatch says: A committee consisting of Begnant Silon, Baron Nathaniel Rothschild and Messrs. Cope and Worth is collecting information regarding the persecution of the Jews in Russia and Poland.

Emperor William received congratulations from the Czar on the advent of the new year, and on the seventy-fifth anniversary of his entrance into the army. The officers of the army celebrated the anniversary in an enthusiastic manner.

Appeal's Jackson, Mississippi special: A short session of the legislature which meets on Tuesday, is generally predicted. In regard to the senatorship there is but one opinion, that is, Lamar will be reelected without opposition from any democrat.

The closing exercises of the Cotton Exposition, at Atlanta, were of the most imposing character, and the programme was carried out with the greatest enthusiasm. The closing address of Kimball, director general, was a very eloquent effort, and received unbounded applause.

The dead body of a young woman, clad only in her night clothes, was discovered this morning floating in the Detroit river, which proved to be Martha Heale, a resident of that city. She was about twenty-five years old and much respected. She had been teaching school for several years past.

At Springfield, Mo., during a quarrel between two little children, named Williams and Gates, aged seven and five years respectively, the younger of the two seized a revolver belonging to one of the older members of the family, and discharged the weapon at his little adversary, killing him instantly.

Democrats met in caucus to-night at Albany, and nominated officers of the Legislature. After adjournment Tammany expressed a determination to oppose their election. No organization expected this week. The candidacy of Senator Jacobs, for President of the Senate, must be withdrawn before Tammany will enter the caucus.

THE JURY LIST

FOR 1882 AS PREPARED ON TUESDAY.

On Tuesday the preparation of a list of jurors to serve in the Third District Court during the present year was made. The list is prepared agreeable to the provisions of the Poland law, which allows each judicial district 200 jurors for the year 100 to be drawn by the Clerk of the District Court, the other hundred by the Judge of the Probate Court, in the county in which the sittings of the court are to be held. Yesterday Judge Smith and Deputy Clerk McMillan selected the names, one at a time, alternately, with the following result. The even numbers represent the names selected by Judge Smith, the odd, those selected by Mr. McMillan:

157 Chas. M. Sickler, Alta, Salt Lake Co.
155 George Collens, Alta, Salt Lake Co.
153 W. H. Buckner, Alta, Salt Lake Co.
100 T. Lewis, Big Cottonwood Precinct, Salt Lake Co.
98 S. A. Casto, Big Cottonwood Precinct, Salt Lake Co.,
107 J. Beauregard, Bingham Precinct, Salt Lake Co.,
151 C. Conkley, Bingham Precinct, Salt Lake Co.,
99 H. H. Benson, Bingham Precinct, Salt Lake Co.
101 T. W. Ireland, Bingham Precinct, Salt Lake Co.
103 A. H. Bemis, Bingham Precinct, Salt Lake Co.
102 A. Kimpenstein, Bingham Precinct, Salt Lake Co.,
91 W. S. Brown, Bingham Precinct, Salt Lake Co.,
93 D. McInnis, Bingham Precinct, Salt Lake Co.,
95 A. C. Smithfield, Bingham Precinct, Salt Lake Co.,
97 J. Moriarty, Bingham Precinct, Salt Lake Co.
99 Wm. Cooper, Bingham Precinct, Salt Lake Co.
68 J. L. Clayton, Brighton Precinct, S. L. Co.,
32 C. R. Jones, Bountiful, Davis Co.
34 J. C. Wood, Bountiful, "
40 Wm. Salter, Bountiful, "
38 Stephen H. Ellis, Bountiful, "
42 Samuel Howard, Bountiful, "
36 W. N. Atkinson, "
18 J. Salmon, Coalville, Summit Co.
36 O. Randall, Centreville, Davis Co.
88 P. Johnson, Draper Precinct, S. L. Co.
86 J. C. Craps, " "
116 V. Russell, E. Mill Creek, S. L. Co.
54 A. Forsyth, E. T. City, Tooele Co.
28 W. W. Steed, Farmington, Davis Co.
26 H. D. C. Clark, "
122 T. McClellan, Farmer's Precinct, S. L. Co.
13 T. Quayle, "
82 T. Butterfield, jr., Fort Herriman, S. L. Co.
50 C. Anderson, Grantsville, Tooele Co.
50 J. R. Clark, "
48 R. T. Brown, "
70 L. Hemminway, Granite, S. L. Co.
90 J. Boyce, Granite Precinct, S. L. Co.
16 E. Crittenden, Hoytsville, Summit Co.
14 J. Mills, " "
20 E. Richins, Hennefer, "
175 W. Miller, Jacob City, Tooele Co.
177 J. Crouch, " "
24 D. Craig, Kaysville, Davis Co.
22 T. H. Phillips, Kaysville, "
6 Christ. Larsen, Kamas, Summit Co.
4 Jas. Wolstenholm, " "
108 John Carlisle, Mill Creek, S. L. Co.
112 Thos. W. Russell, "
110 Hugh D. Park, "
[illegible] W. Thompson, "
66 Geo. Baldwin, North Point, "
72 J. B. Bringhurst, North Jordan, "
74 William Parker, " "
64 D. Whipple, Pleasant Green "
2 A. Atkinson, Parley's Pk Summit
8 Stephen Walker, Peoa "
10 Henry Stephens " "
129 F. K. Groves, Park City "
127 Milo Wilson "
125 John A. Hughes " "
123 C. A. Tewksbury " "
119 James Campbell " "
121 Geo. Morrison " "
117 Lesley F. Gerrish " "
115 A. M. Smith " "
111 J. J. Greenwald " "
113 James Lawrence " "
109 C. H. Whitney " "
84 G. W. Beckstead, Riverton, S. L. Co. S. L. City.
1 Robert Binnie, "
3 George Rhodes, "
5 F. M. Bishop, "
7 C. L. Hanaman, "
6 Henry Sigel, "
1 John S. Barnes, "
15 Rudolph Aiff, "
17 Wm. McCrea, "
19 John P. Meakin, "
21 J. C. Conklin, "
24 A. D. Ferron, "
25 Frederick E. Schoppe "
27 Charles H. Moore, "
29 B. A. M. Froiseth, "
31 John Erikson "
33 Isaac Woolf "
35 Frank Cisler "
37 Jacob Levitberg "
39 George H. Cannon "
41 Geo. W. Mower, "
43 Jacob T. Gove, "
45 Geo. C. Harkins, "
47 Geo. A. Mecars. "
49 G. D. Shell, "
51 E. R. McConnell, "
53 J. W. Myrick, "
55 Jas. B. Glass, "
57 Michael Cody, "
59 Wm. Skewes, "
61 D. C. Kerrick, "
63 Emil Boukofsky, "
65 Frank Wright, "
67 Joseph Baumgarten, "
69 Fred Anderson, "
71 Julian E. Clasbey, "
73 J. P. Van Valkenburg, "
75 Geo. L. Ellis, "
77 Morris M. Evans "
79 Charles Brooks "
199 John A. Bailey "
197 B. T. Barbee "
195 James Fitzgerald "
193 John Farmer "
165 W. T. James "
159 George Husler "
169 John F. Stayton "
167 Hanson Rivers "
191 C. E. Wallin "
187 Orson P. Miles "
189 Robert Warnock "
185 Wm. M. Raymond "
183 R. A. Keyes "
173 W. L. Cornelius "
171 J. O. Swift "
163 C. A. Dahl "
149 James McGregor "
161 Barney C. Harvey "
147 Roswell Hutchins "
141 H. M. Miller, "
143 George Chambars, "
139 C. E. Stearns, "
137 J. B. Cecil, "
135 W. H. Stahl "
131 L. E. Hall "
145 W. J. Montgomery, "
124 Wm. Campbell, 1st wd, "
126 Niels C. Sorenson, 2d wd "
128 John Woodbury, 4th wd "
130 M. Christopherson, 5th wd
134 E. M. Wetzel, 6th wd, "
132 J. West, Jr, 6th wd, "
136 S. Andrew, 7th wd, "
138 H. Van Dam, 7th wd, "
140 S. W. Alley, 8th wd, "
142 R. B. Young, 8th wd. "
146 J. Gray, 9th wd. "
144 A. T. Case, 9th wd. "
148 B. Bullough, 10th wd. "
150 J. L. Strong, 10th wd. "
153 J. Lloyd, " "
156 E. J. Liddle, 11th wd. "
154 W. B. Child, 11th wd. "
152 C. Denney, " "
160 J. A. Druce, 12th wd. "
158 Z. T. Derrick, "
162 E. Snelgrove, " "
166 F. B. Pratt, 13th wd. "
164 W. Naylor, 13th wd. "
168 W. W. Taylor, 14th wd. "
170 H. Woolacott, " "
172 T. Pierpont, 15th wd. "
174 J. K. Baldwin, 15th wd. "
178 Jos. H. Parry, 16th wd. "
176 W. J. Jewis, 16th wd. "
180 J. W. Summerhays, 16th wd., S. L. City.
182 W. J. Beatie, 17th wd., S. L. City.
184 Chas. S. Burton, 18th wd. "
186 Thos. W. Jennings, 18th wd., S. L. City.
192 Ezra Pettit, 19th wd., S. L. City.
190 John N. Pike, 19th wd. "
188 G. D. Nebeker, 19th wd. "
194 J. C. Livingston, 20th wd., S. L. City.
198 Geo. T. Luff, " "
196 Robert Aveson, 21st wd. "
200 Seren P. Neve, " "
80 I. J. Wardle, South Jordan, S. L. Co.
83 Wm. Bracken, Stockton, Tooele Co.
87 Thos. Slater, Stockton, "
85 C. E. Michener, " "
88 Henry Prosser, " "
81 Thos. J. Shelton, " "
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181 Enoch F. Martin, "
62 Swen Nelson, "
58 John A. Bevan, "
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