RAILROADS.

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THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the

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CHICAGO,

With all Fast Express Trains, East, North and South.

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

OMAHA and CHICAGO.

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

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

A. M. SMITH
General Passenger Agent, Chicago.

HUGH RIDDLE, Gen'l Sup't, Chicago.
d139 6m

U. P. R. R.

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

LEAVE.

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

ARRIVE.

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

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

At Bryan with stages for Sweetwater mines.

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

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and No. River in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL,
Gen'l Ticket Agent, Omaha.
H. CLARK, Gen'l Supt. d90

Through Cars to Washington City

THE

GREAT FORT WAYNE

AND

PENNSYLVANIA RAILWAY LINE

RUN THE CELEBRATED

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

3 TRAINS DAILY TO PHILADELPHIA

NEW YORK & BOSTON.

2 Trains Daily to BALTIMORE AND WASHINGTON

1877 This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburg, Philadelphia, New York and Boston, the best markets in the East.

Ask for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Offices 68, West Madison St., and at Depot, corner Madison and Canal Streets, West Side, Chicago.

J. R. MYERS,
Gen'l Pass. and Ticket Agent.

J. D. LAYNG,
General Manager.

New Edition

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Salt Lake City U. T.

RAILROADS.

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After June 20th, 1875.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave	A. M.	P. M.	
Salt Lake	7 00	2 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	1 35
Arrive at			
Ogden	9 00	5 40	2 0

Name of Station.	No. 2 Passenger.	No. 4 Passenger.	Fare.
Trains leave	A. M.	P. M.	
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centerville	11 04	7 44	1 60
*Wood's Cross	11 12	7 53	1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS
Will Run Daily,
(Sundays excepted,)

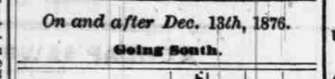
Leaving Salt Lake City at 8:40 a.m. and 5:05 p.m.; and Ogden at 5 a.m. and 3:30 p.m.

☞ 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.
Trains leave	A. M.	A. M.	P. M.	
Salt Lake	7 00	6 15	2 00	
Little Cottonwood	7 28	6 45	2 25	50
Junction	7 48	7 15	2 55	75
Arrive at				
Sandy	7 52	7 25	3 15	1 00
Leave	mail			
Sandy	8 03			
Draper	8 18			1 25
Lehi	8 08			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 51			3 00
Payson	11 23			3 50
Santaquin	11 43			4 00
Arrive at	P. M.			
Terminus	12 00			4 0

Going North.

Trains leave	No. 2 Passenger. P. M.	No. 4 Passenger. A. M.	No. 6 Freight. P. M.	Fare.
Terminus	12 20			
Santaquin	12 57			25
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 12			2 75
Arrive at				
Sandy	4 37			
Leave				
Sandy	4 47	9 15	5 00	3 00
Junction	4 51	9 25	5 10	3 25
Little Cottonwood	5 11	9 55	5 40	3 50
Arrive at				
Salt Lake	5 40	10 30	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

***APRIL* 1st, 1877.**

Trains will run as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:30 a. m.
" Brigham	11.20 a. m.
" Logan	3.10 p. m.
Arrive at Franklin	4.35 p. m.

SOUTHWARD.

	No. 2.
Leave Franklin	8.10 a. m.
" Logan	10.05 a. m.
" Brigham	1.30 p. m.
Arrive at Ogden	3.15 p. m.

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

G. W. Thatcher, Supt.

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PARTIES desiring to enter land, or obtain Mining Patents, can obtain the services of C. W. Stayner, Attorney and Notary, by calling at his private office, three doors north of Herald office.

CHARGES REASONABLE.

NOTICE.

U. S. LAND OFFICE,
Salt Lake City,
June 28th, 1877.

COMPLAINT HAVING BEEN ENTERED at this Office by John Tingey against William Dowding for abandoning his Homestead Entry, No. 375, dated May 27th, 1869, upon the North West quarter, Section thirty-four, township three south, range one west, in Salt Lake County, Territory of Utah, with a view to the cancellation of said entry; the said parties are hereby summoned to appear at this Office on the 31st day of July, 1877, at 10 o'clock a. m., to respond and furnish testimony concerning said alleged abandonment.

BARBOUR LEWIS,
Register.
MOSES M. BANE,
Receiver.
d186 s 45

NOTICE.

U. S. LAND OFFICE,
Salt Lake City,
June 28th, 1877.

COMPLAINT HAVING BEEN ENTERED at this Office by Dirk Bockholt against Charles J. Gustafson for abandoning his Homestead Entry, No 605, dated June 8th, 1869, upon the west half north west quarter and west half south west quarter section twenty two, township three south, range one west, in Salt Lake County, Utah Territory, with a view to the cancellation of said entry; the said parties are hereby summoned to appear at this Office on the 31st day of July, 1877, at 10 o'clock a. m., to respond and furnish testimony concerning said alleged abandonment.

BARBOUR LEWIS,
Register.
MOSES M. BANE,
Receiver.

NOTICE.

U. S. LAND OFFICE,
Salt Lake City,
June 28th, 1877.

COMPLAINT HAVING BEEN ENTERED at this Office by Dirk Bockholt against William Linn, for abandoning his Homestead Entry, No. 560, dated June 5th 1869, upon the north west quarter section twenty-seven, township three south, range one west, in Salt Lake County, Utah Territory, with a view to the cancellation of said entry; the said parties are hereby summoned to appear at this Office on the 31st day of July, 1877, at 10 o'clock a.m., to respond and furnish testimony concerning said alleged abandonment.

BARBOUR LEWIS,
Register.
MOSES M. BANE,
Receiver.

NOTICE.

U. S. LAND OFFICE,
Salt Lake City,
June 28th, 1877.

COMPLAINT HAVING BEEN ENTERED at this Office by Dirk Bockholt against Andrew Anderson, for abandoning his Homestead Entry, No. 619, dated June 10th, 1869, upon the east half south west quarter and west half south east quarter section twenty-two, township three south, range one west, in Salt Lake County, Territory of Utah, with a view to the cancellation of said entry; the said parties are hereby summoned to appear at this Office on the 31st day of July, 1877, at 10 o'clock a.m., to respond and furnish testimony concerning said alleged abandonment.

BARBOUR LEWIS,
Register.
MOSES M. BANE,
Receiver.

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(Successors to A. Hopper.)

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One and a half blocks East of Main.

ALL KINDS OF

VEHICLES BUILT TO ORDER

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

EVENING NEWS

Tuesday, - - July 17, 1877.

IN A FOREST FIRE.

HOWARD CITY, June 11.—"Thank God!"

So exclaimed a hundred thousand Michiganders the other day when the clouds poured down torrents of rain hour after hour—enough to drown out even a forest fire.

Your correspondent was in Osceola county when the fires first began. In the midst of a wilderness of pine and thicket, miles away from village or hamlet, was a pioneer's cabin. The clearing around it comprised about ten acres. Some of the ground was ready for corn, and some of it had been sowed and planted, while the forest around was so damp and green that one would have smiled at the idea of great sheets of flame climbing those tall trees and waving fifty feet above them. One night some hunters built a grand fire against a heap of dry logs. The next day they were miles away, and the fire had begun to creep. Little tongues of flame reached out after dry sticks and limbs, larger tongues followed them, and before night the fire had control of an acre of forest. That was start enough. At midnight the wind came up fresh, and the heat of the fire drove through the forest, scorching and baking a trail for the red flames.

"I'm afraid there's a fire in the woods to the west of us," said the pioneer one morning as we stood at his cabin door.

We could scent the odor of burning trees and leaves, and there was a smoky look to the forest. At noon the odor was stronger, the smoke denser, and the live stock around the clearing began to exhibit signs of alarm. When the oxen were unyoked to be fed they turned their heads to the west, scented the air for a moment, and then charged across the clearing to the east at full speed, being out of sight in two minutes.

"That means danger," said the pioneer in a low voice, and he turned pale. He believed the fire to be in a large swamp ten miles away, but hardly thought it possible for the green forest to ignite. We sat down to dinner, meaning to hunt for the oxen afterwards; but before the meal was over there was a fresh cause for alarm. A buck and two does dashed into the clearing, closely followed by a fox, a score of rabbits, and a dozen coons and woodchucks. The deer ran to the far edge of the clearing as we went out, but the other animals scarcely noticed us.

"You go forward as far as you can, and see what the danger is, and wife and I will get ready for a run," said the pioneer as the smoke grew thicker.

At that moment a fresh alarm and a new warning reached us. There came a roar such as the sea gives out when rushing in upon a broken beach. We had not heard it before. It was a steady, terrible roar, rising above all other sounds. A coming whirlwind might have created the same sound. The rush of a vast herd of buffaloes might have created such a roar. It was awful! The ground trembled, the smoke became blacker, and the heat was like the rush of air from a hot oven.

"It isn't a mile away—we must run for our lives!" shouted the settler.

He had three children. I picked up a boy of seven. The pioneer seized his little girl two years younger, and the wife took the sleeping babe from the cradle. There wasn't time to take down a spare garment from the wall—to pick up a cherished gift or a treasured relic.

"This way—hurry!" I heard the pioneer call out; and gasping for breath and blinded by the smoke, I rushed on after him.

The roar was louder and grander and more terrible. Falling upon us and around us were little brands of fire, and to the west, half a mile away, was a wall of flame a hundred feet high—a wall which was coming down upon the clearing at the rate of six miles an hour. The wall of fire was twelve miles long, and the waters of Lake Erie would have scarcely drenched it out.

A deer ran against me as I staggered after the pioneer. More than once I stumbled against the small wild animals rushing here and there through the clearing. My hair and whiskers were scorching, and my clothing was on fire in a dezen places when we reached the out-door cellar, a place dug into the hillside about 400 feet from the house. It was part cave, part structure, but well covered with earth, and almost free from smoke. The two children had passed through all right, but the babe was so nearly suffocated that we had hard work to save its life.

Just before the flames reached the clearing the ground trembled as it did around Gettysburg, when 500 pieces of artillery thundered away for hours. The smoke drove ahead, leaving me a pretty fair view of cabin and clearing for five or six minutes. Birds dropped down and died. The deer rushed around in circles, sometimes running full against stumps. The smaller animals roared and barked and fought each other, and several rabbits found our retreat and rushed in among us.

When the flames reached the edge of the clearing, 500 feet from our cave, the ground in front of us fairly baked. The wild animals fell down and died, steam rose from the green stumps in clouds for a moment, and then fire broke out. We wondered whether the flames would leap the clearing, but that question was speedily decided. The wall of fire roared and quivered, rose and fell, and the next moment was driving ahead on the other side. The flames seem to have reached right over the ten acres and grasped the forest beyond.

Our cave was like an oven. The earth on the roof was soon baked as dry as powder. The green logs began to stew and burn, and in ten minutes we were almost as wet as if we had fallen into the river, and were hard pressed for breath. Buried in the side of that hill we were in the centre of an ocean of flame, of acres of the hottest kind of fire. For miles to the west the fire was eating away at trees and logs, and into the very ground. The wall of fire which had reached its red arms over the clearing was now miles to the east. North six miles, south six miles; and the pioneer and his wife knelt beside the gasping, choking babe, and wept and prayed. That was an awful night. The heat did not abate till after midnight, and almost every minute we could hear the dull thud of the mighty trees as they yielded to the fire and fell among the great heap of coals. From ten o'clock to midnight we existed only by lying flat on the ground to secure breath. The babe seemed constantly at the point of death, but the other children suffered less than the grown people. Next morning the worst had passed. Before us was a cleared space, with every stump burning, and the ground covered with ashes, coals, and burning branches. Beyond the clearing the forest was a strange, lonesome sight. Some trees had burned, some were burning, and others had been robbed of leaves and smaller limbs, leaving the blackened trunk a landmark to appall the hearts of future settlers. We could not leave the cave that day nor that night, and the next morning everybody was nearly dead with thirst and exhausted with hunger. The pioneer and myself carried wife and little ones nearly half a mile over baked and smoking ground to a creek, and were fortunate enough to find the half roasted body of a deer in the blood-warm water. The animal had lain down in the water to avoid the heat, and had been literally roasted alive, as the water was not over six inches deep, and the heavy fringe of bushes on either side of the creek had blazed fiercely.

It was a walk of eleven miles to a hamlet—a place which had escaped only by a change of wind and the continued efforts of desperate men and heroic women. Thousands of acres of valuable timber had been ruined. A green wilderness, through which the deer bounded and the fox and rabbit softly made their way, had given place to such a picture of desolation as the human eye seldom rests upon. Dozens of pioneers had lost everything. Dozens of capitalists had suffered severe losses. The lowly thorn apple, the towering pine, the cabin, mill, and village—all had melted away, before that awful wall of fire, and it had circled away to create further desolation.—*Cincinnati Enquirer.*

We suppose that when the entire Russian army went marching over the pontoon bridges it didn't make one half the clattering that a ten-year-old boy does when he walks down one flight of stairs.

OFFICIAL DIRECTORY.

United States Officers for Utah.

Governor—Geo. W. Emory.
Secretary, L P Luckey
Chief Justice—Michael Schaeffer.
Associate Justices—Jacob S. Boreman, Mo.; Philip H. Emerson, Mich.
Marshal—Wm. Nelson.
U. S. Attorney—Sumner Howard.
Surveyor-General—General Rimball.
Receiver of Public Moneys—M. M. Bane.
Register of Land Office—Barbour Lewis.
U. S. Assessor and Collector—O. J. Hollister.

Territorial Officers.

Delegate to Congress—Geo. Q. Cannon.
Attorney-General—Zerubbabel Snow.
Auditor—Wm. Clayton.
Treasurer—James Jack.
Superintendent of Common Schools—O. H Riggs

Salt Lake County Officers.

Probate Judge—Elias Smith
Selectmen — Reuben Miller, Isaac M Stewart and E Malin
Coroner—George. J. Taylor.
Sheriff—Theodore McKean.
Prosecuting Attorney—Z. Snow.
Assessor and Collector—Geo. Crismon.
Treasurer—E. W East.
County Clerk—D. Bockholt.
County Recorder—Angus M Cannon
School Superintendent

City Officers:

MAYOR:

Feramorz Little.

ALDERMEN:

1st Municipal Ward—Adam Spiers.
2d " " Henry Dinwoodey.
3d " " A. H. Releigh.
4th " " John Sharp.
5th " " Alex. C. Pyper.

COUNCILORS:

Brigham Young, John Henry Smith, Nicholas Groesbeck, J. R. Winder, David O. Calder, George Reynolds, Elias Morris, Elijah F. Sheets, Harrison Sperry.
Treasurer Paul A. Schettler.
Recorder—John T. Caine.
Marshal—Andrew Burt.
Auditor of Public Accounts—John T. Caine.
Assessor and Collector—John R. Winder.
Supervisor of Streets—William Hyde.
Surveyor—Jesse W. Fox.
Board of School Inspectors—Professor J. R. Park, Henry I Doremus.
Sealer of Weights and Measures—Martin H. Peck.
Captain of Police—Andrew Burt.
Water Master—William Hyde.
Inspector of Buildings.——
Inspector of Wood and Lumber—H. Dinwoody.
Inspector of Liquor.——
Inspector of Provisions.——

FENCE VIEWERS:

1st Municipal Ward—Levi Riter.
2d " " Samuel Turnbow.
3d " " Gideon H. C. Gibbs.
4th " " Milen Atwood.

(OFFICIAL.)

Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily	8 40 p m
Alta, daily——	5 50 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays	5 00 p m
Park City, daily except Sunday	5 00 p
Summit and Wasatch counties, Tuesdays and Thursdays	8 40 p m
Rich county, Tuesday, Thursday and Saturday	8 40 p m
Morgan county, daily	8 40 p m
North—Davis county, daily	11 40 a m
Weber county, daily	8 40 p m
Ogden, semi-daily 11 40 a m & 8 40 p m	
Alta, daily	5 30
Parley's Park, Big Cottonwood and Wanship, Mon-Fridays	7 00 a m
ties, daily	8 40 p m
Corinne and Kelton, daily	11 40 a m
Idaho and Montana, daily	8 40 p m
Boise City and Idaho City, daily	11 40 a m
West — Nevada, California, Oregon, etc	11 40 a m
Ophir, Tooele, Stockton, Jacob City, &c	2 20 p m
Bingham Canyon, daily	6 30 p m
South—From Beaver an intermediate points, daily	5 50 p m
Pioche, Star and San Francisco districts, daily	5 50 p m
St. George and points south of Beaver, alternate days	5 50 p m
Sanpete and Sevier counties, daily, except Monday	5 00 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays	5 50 p m

DEPARTURES.

East—Through mail, daily	6 30 a m
Alta, daily	8 30 a m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays	7 00 a m
Park City, daily, except Sunday	7 00 a m
Summit and Wasatch counties Mondays and Fridays	6 30 a m
Rich county, Mondays Wednesdays and Fridays	6 30 a m
Morgan county, daily	6 30 a m
North—Davis county, daily	6 30 a m
Weber county, daily	6 30 a m
Ogden, semi-daily 8 00 p m & 6 30 a m	
Cache and Box Elder counties, daily	6 30 a m
Corinne and Kelton, daily	2 30 p m
Idaho and Montana, daily	6 30 a m
Boise City and Idaho City, daily	2 30 p m
West—Nevada, California, Oregon, &c., daily	2 30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily	6 30 a m
Bingham Canyon, daily	6 30 a m
South—For Beaver and intermediate points, daily	6 30 a m
For Pioche, Star and San Francisco districts, daily	6 30 a m
For St. George and points south of Beaver on alternate days	6 30 a m
For Sanpete and Sevier counties, daily, except Saturdays	6 30 a m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays	6 30 a m

OFFICE HOURS.

General Delivery open from 8 a.m. p.m. Sunday, 12:30 to 1:30 p.m.
Money Order and Register department from 9 a.m. to 5 p.m.
Outside door open from 6 a.m. to 10 p m

J. M. MOORE, Postmaster

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.

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

Buckle & Son,
(Opposite Walker House, Main Street)
Do all kinds of tailoring.

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

Dr. A. W. Calder
Practises in dentistry.

Cottle & Rundqvist,
[State Road,]
The Co-operative Blacksmith Shop, build and repair spring wagons, make and repair springs, etc.

E. Cox & W. J. Wright
(First South Street)
Keep a barber's shop, and do shaving, hair cutting, etc.

C. Crabtree
(President B. Young's office, South Temple Street)
Sells walnut, mulberry, and locust trees

Davis, Howe & Co.
Do all kinds of milling and mining machinery work, wrought and cast iron work, and iron and 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 general merchandise, and buy dried fruit.

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

Deseret Carriage and Wagon Co
(Walker, Knight, Rees and Oblad) Make and repair all kinds of vehicles to order, wagons and carriages, mining cars, etc., and do all kinds of blacksmithing and carriage painting and trimming.

Dinwoodey
Sells the very best live geese feathers, walnut lumber furniture and baby wagons.

O. F. Due
(Two blocks north of Valley House)
Sells flower and garden seeds, cut flowers, bouquets, bulbs, window and bedding plants, and also digs gardens and sets them in order.

A. Gould
(Office, Deseret Bank Block)
Is agent for Red Canon and Rock Springs coal.

Jake Husser & Bro.,
(Successors to J. H. Hague), 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.

P. W. Madsen
(Opposite Z. C. M. I., East Temple Street)
Buys and sells household goods of every description.

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

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

George Reynolds
(President B. Young's office, South Temple Street)
Sells walnut, mulberry, and locust trees.

Wm. H. Rowe
(Town Clock Store, 87 Main Street)
Makes and repairs all sorts of boots and shoes.

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

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

C. W. Stayner
(At Salt Lake *Herald* office, East Temple Street)
Attends to all business connected with patents, also legal and notarial business.

Shooks & Rawlins
(Lawrence's Building, First South Street)
Do business as Attorneys-at-law.

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