WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

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 Geneva, La Salle, Depue, Princeton, Rock Island, Davenport, Wilton Junction, Muscatine, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Wilton 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 Knoxville; 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 West of Chicago owning a through line from Chicago into the State of Kansas.

Through Passenger Trains leave Chicago with Pullman Palace Cars attached, every each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars 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.

When you look upon the pleasure of other Railroads, bear in mind that over the beautiful prairies of Illinois and Iowa 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 Sleeping Cars to Dining Cars (notwithstanding the fact that the latter are a feature of this line surpassing all others), 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 feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Map student from 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 West.

At ENGLEWOOD, 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. & J.; C. B. & Q. 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. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At ATLANTIC, with B. & M. R. R. in Neb.

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

At OTTUMWA, 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 Route, known as the "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, General Superintendent.

E. ST. JOHN, Gen'l Ticket and Pass'r Agt., Chicago, Ill.

UPR R. R.

UNTIL FURTHER NOTICE TRAINS will run as follows (Sundays excepted):

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, for points in Eastern 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. Jos. 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. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	† 00	2 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 25
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 58	7 31	1 25
Centreville	11 04	7 44	1 00
*Woods 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 8.40 a. m., arriving in Ogden at 11.55 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD

Outside office June 15th, 1879.

GOING NORTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 20	
Morgan	7 18	8 00	50
Devanah	7 22	8 10	50
Lovendale	7 29	8 20	50
Junction	7 37	8 30	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 85
American Fork	8 56	11 35	1 80
Pleasant Grove	9 06	11 50	1 35
		P. M.	
Lake View	9 27	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 06	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 51	2 40	3 75
Tintic	11 20	3 40	4 25
Juab	11 30	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 00

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Tintic	1 40	9 00	
Santaquin	2 04	9 40	1 15
Payson	2 40	10 50	1 75
Spanish Fork	3 55	11 15	2 50
Springville	4 24	11 40	2 75
		P. M.	
Lake View	5 24	12 20	3 75
Pleasant Grove	5 42	1 40	3 55
American Fork	5 54	1 55	3 70
Lehi	6 06	2 10	3 85
Draper	6 26	3 20	4 50
ARRIVE AT			
Sandy	6 40	3 40	4 65
LEAVE			
Sandy	6 44	4 05	
Draper	6 56	4 20	1 00
Lehi	7 10	4 35	1 00
Morgan	6 07	5 20	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 00

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Beaver	7 00		
Riverside	7 45	9	
Lemmington	9 15	27	1 50
Mile	10 30	45	2 50
ARRIVE AT			
Lund	11 20	55	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Lund	1 20		
Mile	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	42	2 50
ARRIVE AT			
Beaver	5 50	55	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. 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 Except Sunday.

With the popular vestibule sleeping car. Reaches Pittsburg 2.00 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 8.15 a. m; Baltimore 6.20 p. m; Washington 8.00 p. m. next day.

5.15 p.m. Atlantic Express. Daily.

With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 p. m; Harrisburg 4.55 p. m; Baltimore 3.35 a. m; New York 8.45 a. m; and special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m., affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express. Except Saturday.

With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 a. m; Harrisburg 3.50 a. m; Baltimore 1.45 a. m; Washington 3.05 a. m; Philadelphia 6.00 a. m; New York 10.35 a. m; Boston 3.40 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 Principal points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Gen'l Pass. and Ticket Agent, CHICAGO.

E. R. SNOW'S POEMS, VOL. 2.

JUST PUBLISHED.

Are for sale at the

DESERET NEWS OFFICE

"Woman's Exponent" Office,

Utah Commission Store,

Dwyer's Book Store,

and the Lion House.

PRICE, $1.20, $1.25 AND $1.50.

ST. LOUIS TRADE.

Leggett & Myers Tobacco Co.,

MANUFACTURERS OF THE STAR RANGER, COMMERCE, CLIPPER, AMBER, AND OTHER BRANDS OF TOBACCO.

On sale by Z. C. M. I. and Branch Stores.

L. M. RUMSEY & CO.,

Manufacturers and Dealers in

PUMPS AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Gas Pipe, Plumbers' and Steam Fitters' Brass Goods, Belting, Hose and Packing,

AGRICULTURAL IMPLEMENTS,

Fence Wire, Barbed Wire, Fencing, Etc., Etc.

310 NORTH SECOND ST., ST. LOUIS, MO.

BARSTOW & WHITELAW,

311 North Second Street, ST. LOUIS, MO.,

DEALERS IN

OILS, PAINTS, NAVAL STORES, HEAVY DRUGS AND WINDOW GLASS.

Manufacturers of Varnishes, Soap Makers' Dampers and Wooden Pump Supplies a Specialty. 6mm 1y

FRIEDMANN & LAUTERJUNG,

(A. J. JORDAN, SOLE AGENT.)

MANUFACTURERS OF CUTLERY,

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The Celebrated HAND-MADE "Electric" Shears, (With bent handles, Nickel Plated), and full Covered Patent "Electric" Razors. *The Best in the World.*

For sale by Z. C. M. I. and all its Branch Stores. 6mm

ECLIPSE

WIND MILLS!

THE BEST IN THE WORLD.

FAIRBANKS & CO.,

302 and 304, Washington Ave., ST. LOUIS,

SOLE AGENTS. 6m

W. H. GREGG, Pres. F. W. ROCKWELL, Sec.

SOUTHERN COMPANY — TRADE MARK GRANITE — STRICTLY PURE WHITE LEAD IN PURE LINSEED OIL — ST. LOUIS.

Every Package of this Company's Brand of

STRICTLY PURE WHITE LEAD,

Bears the Company's guarantee of its Absolute Purity.

THE SOUTHERN WHITE LEAD

Is manufactured entirely from the Best Refined Pig Leads, and is ground in pure Linseed Oil, and as the name of the Company is placed only upon

STRICTLY PURE,

Parties buying White Lead branded "Southern Company," are absolutely sure of obtaining a Perfectly Pure Article.

FOR SALE BY

DEALERS GENERALLY. 6m

GRAND CHARTER OAK 1880 RANGES

THE BEST

IS

Always Cheapest!

MADE ONLY BY

EXCELSIOR M'F'G CO.,

ST. LOUIS,

DEALERS IN

STOVES

METALS, STAMPED WARE,

TINNERS' STOCK & TOOLS

FOR SALE BY

Z. C. M. I.,

Sole Agents in SALT LAKE CITY.

d9m

WATCHES AND JEWELRY,

ELEGANT and NEW!

JUST ARRIVED, A FINE AND WELL SELECTED STOCK OF

Ladies' Cameo and Amethyst Sets, Black and Roman Ear-rings, Tie-pins, Necklaces, Lockets, Finger-rings, Studs, Buttons, Etc., Etc.

All of the Latest Designs,

AT

LOWEST PRICES!

REPAIRING Promptly Executed.

Articles and Workmanship Guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN.

NOTICE

TO JAMES A. LEFFLER, L. FRENCH Williams, your heirs or assignees are hereby notified that we have expended for you in money and labor, on the Young America Mining Claim, situated in Dry Canyon, Detroit Mining District, Hinsdale County, Utah Territory, as follows: For James A. Leffler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amounts of your respective assessments (for the number of feet claimed by you), for the years 1876, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or our attorney within ninety days after the publication of this notice, your interests in said mining claim will become vacant by due operation of law.

WM. TAYLOR, GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1880. 3m

EVENING NEWS.

No. 43. July 23, 1880.

Correspondence.

SPRINGDALE, July 15, 1880.

Editors Deseret News:

It is truly not agreeable to my feelings to contradict the writings of a good man. Nevertheless, I feel it a duty I owe to the public to correct some statement which I find in a correspondence to the DESERET NEWS, from Rockville, signed David F. Stout. He said: After a diligent and searching investigation on the part of the prosecution, no evidence whatever that pointed to the guilt of Jennings could be adduced, and that Jennings proved that he was at work on his brother's lot at or near the time of the murder. The first statement is correct, but the second statement I am prepared to prove is incorrect. As I was the one who carried on the prosecution in the examination of George Jennings, I surely ought to know what testimony was brought forth. The lack of proving his whereabouts at the time of the murder is where the dark spot is. Orla Dalton, one of George's own witnesses, stated in court that he left George in his (George's) own lot at about half past three o'clock p.m. George confirms the statement at the same time Jared Dalton parted with them at the corner of the lot, and said, "I will go and saddle my horse," (this is the time that Jared went and deceyed sister Parker out and followed her to the place of the murder). Jennings says he staid on his lot about one hour. His brother's wife with whom he boards says George came to the house to get a lunch about half past four o'clock, and she did not see him again until he came to the house with the milk, when the sun was on the peaks. James Jennings, brother to George, states that he came home with the mail when the sun was about three-fourths of an hour high he met George in the street. Now the sun set at that time at six o'clock and 47 minutes, making it about six o'clock when he met his brother. That would be from half past four till six that George had not been seen by any one. Frank Petty, one of George's witnesses, says he saw Dalton and Sister Parker near the place where they started up the mountain to go to the place where she was murdered. He thinks the sun was about one hour and a half high, and may be more, when he saw them. Aaron Dalton, another one of George's witnesses, who was with Petty, states that he thinks the sun was one hour high when Dalton and Sister Parker were seen below the mountain. Now this is all guess work about the height of the sun; but the murder must have been committed between four and six. It was thought both by the prosecution and defence, that if Dalton and Jennings could be brought together that one or the other would wilt under the operation. Consequently the court adjourned for that purpose, and George was taken before Dalton, who said he would answer any question that George would ask him stating at the same time that George was guilty. George was asked and begged of to talk with Dalton. I said to him, "George, if I was being accused as you are, and was not guilty, I would say something." Another one said, yes, I would talk him out of it, etc., but not a word could be got out of him, until he was prompted, when he said, I don't know as I want to say anything to him, only I feel like bursting him. Now these are the plain truths as they did secur, without any painting.

I did not intend to say anything more on this subject, but I felt it a duty to state the truth. I do not accuse Brother Stout of wilfully making a wrong statement, but he has been mis-informed, as he was not at the court himself.

I remain, as ever yours, very truly.

S. K. GIFFORD.

NEW LAND LAWS.

[PUBLIC—No. 121.]

An ACT relating to the Public Lands of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when any lands of the United States shall have been entered and the government price paid therefor in full, no criminal suit or proceeding by or in the name of the United States shall thereafter be had or further maintained for any trespasses upon or for or on account of any material taken from said lands, and no civil suit or proceeding shall be had or further maintained for or on account of any trespasses upon or material taken from the said lands of the United States in the ordinary clearing of land, in working a mining claim or for agricultural or domestic purposes, or for maintaining improvements upon the land of any *bona fide* settler, or for or on account of any timber or material taken or used by any person without fault or knowledge of the trespass, or for or on account of any timber taken or used without fraud or collusion by any person who in good faith paid the officers and agents of the United States for the same or for or on account of any alleged conspiracy in relation thereto: *Provided,* That the provisions of this section shall apply only to trespasses and acts done or committed and conspiracies entered into prior to March first, eighteen hundred and seventy-nine: *And provided further,* That defendants in such suits or proceedings shall exhibit to the proper courts or officer the evidence of such entry and payment and shall pay all costs accrued up to the time of such entry.

SEC. 2. That persons who have heretofore under any of the homestead laws entered lands properly subject to such entry, or persons to whom the right of those having so entered for homesteads, may have been attempted to be transferred by *bona fide* instrument in writing, may entitle themselves to said lands by paying the government price therefor, and in no case less than one dollar and twenty-five cents per acre, and the amount heretofore paid the government upon said lands shall be taken as part payment of said price: *Provided,* This shall in no wise interfere with the rights or claims of others, who may have subsequently entered such lands under the homestead laws.

SEC. 3. That the price of lands now subject to entry, which were raised to two dollars and fifty cents per acre and put in market prior to January, eighteen hundred and sixty-one, by reason of the grant of alternate sections for railroad purposes, is hereby reduced to one dollar and twenty-five cents per acre.

SEC. 4. This act shall not apply to any of the mineral lands of the United States; and no person who shall be prosecuted for or proceeded against on account of any trespass committed or material taken from any of the public lands after March first, eighteen hundred and seventy-nine, shall be entitled to the benefit thereof.

Approved, June 15, 1880.

Under the above law any and all persons who prior to June 15, 1880, filed upon any lands under any of the homestead laws, and which lands were properly subject to such entry at the time for filing therefor, and which have not been subsequently entered by others under the homestead laws, and prior to June 15th, 1880, even though their said entry may have been heretofore cancelled, can now, under this law, perfect a title to such lands.

This law provides a method for perfecting a title to all *such lands* heretofore filed on under the homestead laws, without cultivation or residence.

For further information write to me and inclose stamp.

J. A. BAILEY, Land Agent.

Salt Lake City, July 22nd, 1880.

NOTICE.

THE annual meeting of the Stockholders of Zion's Savings Bank and Trust Company will be held at the Company's Office in Salt Lake City, Utah Territory, on Monday, July 26th, 1880, at 3 o'clock p. m., for the election of officers for the ensuing year, and such other business as shall be brought before the meeting.

L. JOHN NUTTALL, Secretary.

July 15, 1880. d 198 10t

GENERAL BLACKSMITHING.

ROGERS & WIDDISON DESIRE TO INform their friends and the public generally that they are prepared to do all kinds of Blacksmith Work, including Horseshoeing. Shop on West Temple Street, Opposite City Market. d3m

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THE MOST DURABLE, BEST FINISHED AND FINEST PHOTOGRAPHS EVER MADE

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C. EICHENBERG.

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CHEMICAL MANUF'RS.

P.O. Box 1004. Salt Lake City.

ESS. JAMAICA GINGER, TOILET SOAPS, BATH SAND TABLETS, SCOURING SOAP, (Sapolio), SUPERIOR WRITING FLUID, BOOT BLACKING, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys Etc., use

BARFOOT'S

Balsam of Indian Root,

Prepared only by us.

For Sale at Z. C. M. I. and Utah Commission Store.

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CARRIAGE & WAGON

COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for One Year.

Repairing in Woodwork, Blacksmithing, Painting and Trimming.

SATISFACTION GUARANTEED

PRICES REASONABLE.

J. WALKER, - Manager

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.m
Summit and Wasatch counties, Tuesdays and Thursdays	8 40 p.m.
ch county, Tuesday Thursday and Saturday	8 40 p.m.
organ 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. and	8 40 p.m.
Cache and Box Elder counties, 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 30 p.m.
Bingham Canyon, daily	6 30 p.m.
South—From Beaver and 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 50 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	6 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 3.30 p.m. &	6 30 a.m.
Cache and Box Elder counties, daily	6 30 a.m
Corinne and Kelton, daily	3 30 p.m.
Idaho and Montana, daily	6 30 a.m.
Boise City and Idaho City, daily	3 30 p.m.
West.—Nevada, California, Oregon, etc., daily	3 30 p.m.
Ophir, Tooele, Stockton, Jacob City, etc., daily	6 30 a.m
Bingham Canyon, daily	6.30 a.m.
South.—Beaver and intermediate points, daily	8 30 a.m.
Pioche, Star and San Francisco districts, daily	8 30 a.m.
St. George and points south of Beaver on alternate days	6 30 a.m.
Sanpete and Sevier counties, daily, except Saturdays	6 30 a.m.
Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays, and Saturdays	6 30 a.m.

OFFICE HOURS.

General Delivery open from 8 a.m. to 6 p.m. Sunday—12.30 to 1.30 p.m.

Money Order and Register Department, from 9 a.m. to 6 p.m.

Outside door open from 8 a.m. to 9 p.m.

TROPIC FRUIT LAXATIVE

UNLIKE PILLS,

And the Usual Purgatives,

IS PLEASANT TO TAKE,

And will prove at once the most potent and harmless System Renovator and Cleanser that has yet been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders arising from obstructed state of the system, it is incomparably the best curative extant.

TROPIC-FRUIT LAXATIVE is sold by druggists at 50 cents a box, or mailed on receipt of price (in currency or stamps) by the proprietor. Descriptive Book free. Address

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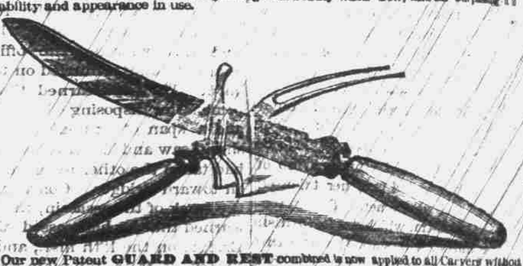

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Fig. 2.

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