

PASSENGER TRAINS leave Ealt Lake City daily for Ogden, and Intermediate Stations, at 7 a. m. and 3.40 p. m.; arrive in Ogden at 8.40 a. m. and 5.20 p. m.

PASSENGER TRAINS leave Ogden daily at 10.10 a. m. and 6.15 p.m.; arrive in Salt Lake at 11.50 a m. and 7.55 p. m.

SPECIAL PASSENGER TRAIN

Leaves Salt Lake daily for Jusb, and Intermediate Stations, at 7 a. m.; connects with B. C. R. R. W., & J. V. R. R., S. L. & Western Railway, Utah and Pleasant Valley R. R., and Sanpete Valley Railway; arrives in Juab at 12.05 p.m.

Leaves Jush at 1.20 p. m.; Nephi, 2.00; Provo, 4.00; Lehi Junction, 5.00; Sandy, 5.45; Junction, 5.50; Gemania, 6.02; Francklyp, 6.05; arrives in Salt Lake at 6.30 p. m.

HEGULAR PASSENGER TRAIN leaves Salt Lake at at 2 p. m. for Frisco, Milford and Inter-mediate Stations; connects with Stage at Milford for Southean Utah, Nevada and Arizona.

Leaves Frisco at 4.00 p. m.; Milford, 6.10 p. m.; Juab; 4.20 a. m.; Nephi, 5.08; Provo, 7.25; Pleasant Grove, 7.55; American Fork, 8.07; Lehl, 8.19; Damer, 9.00; Sandy, 9.15; Junction, 9.19; Lovendahl's, 9.27; Geamania, 9.32; Francklyn, 9.35; prrives in Salt Lake at 10 a. m.

IS FREIGHT TRAINS run as usual.

FOR FULL PARTICULARS SEE TIME CARDS. - COR -(0)-





way of said railway through said street, reported that they had care-fully examined the petitions and had consulted at length with the chief EVENING NEWS. petitioners as to the propriety and justice of the respective representa-tions made, and found that the benefits which would accrue to the residents on Sixth West street and Wednasday, . . Jane 14, 1883 residents on Sixth West street and the citizens at large would be greatly in excess of whatever inconvenience might be occasioned by granting the polition for right of way. The committee therefore, recommend that their former re-Proceedings at the City Council on Tuesday evening, June 13th, 1882,

FOR RENT.

NOTIOE.

TO CARPENTERS AND BUILDERS.

E. SELLS, SIERRA NEV. LUMBER ASSN. d155:

CARDEN, FLOWER

Mayor Jennings presiding: Applications for license to trans-act business as retail liquor dealers, to sell or otherwise dispose of spirit-uous, vinous, mait or other intoxi-cating liquors, in any quantity, and by the glass or dram, for the port, granting the right of way along Sixth West street (during the along Sixth West alreat (during the pleasure of the Council) be adopted with the following additional pro-visions: That in consideration of this right of way being granted and of the consequent inconvenience to residents on Sixth West street said and by the glass of dram, for the term of three months, from June 10, 1882, were presented from M. L. Causey and Albert Fuge, at No. 117 East Temple street, and Fred J. Fabian, Owen J. Travis and E. J. Brandly, at Nos. 1212 1214 Second South street. Granted. from the water courses on either

CITY COUNCIL.

from the water courses on either side to the top of their road-ted, from the depot north to South Temple street the present season, and for the remainder of the dis-Applications were also presented from Ordner & Patterson and Emery Ward for renewals of licences as retail liquor dealers, for three months; the former from June 8, tance thereafter as soon as reasons and the latter from June 10, 1882. Granted.

bly required; the city to furnish men to load and distribute the gravel under the direction of the super-A petition was submitted, signed by James C. Woods and James T. Strong, representing that at a meet-ing of the resident tax payers of the Tenth Ward, held June 9th, 1882, a committee was appointed to direct attention of the Council to the danvisor of streets. Councilor Riter moved that the report be accepted and the recom-mendations thereof adopted, where-upon a spirited and protracted de-bate was had upon the various points involved, which detained the Council until a late hour. Before gerous condition of certain streets in said Ward, and to ask that Fourth said Ward, and to ask that Fourth South Street, in particular, be plac-ed in thorough repair, as repeatedly petitioned for by resident citizens. This street, it was stated, was exten-sively traveled, being the main thoroughfare from the eastern part of the Tenth Ward to their meeting house and places of business, and althe vote upon the adoption of the report was called, a motion was made to adjourn to Wed-nesday evening, June 14th, and the question of adjourn-ment being put, resulted in a tie, which was decided in the affirmative by the casting vote of the May-or, and the Council accordingly ad-Journed until that time. so largely used by those traveling to and from Emigration and Parley's Canyons and Mount Offvet Ceme-

tery. The same petitioners called attention to the many acts of van-dalism perpetrated by hoodlums in said Ward, anp asked that a regular "I keep that wonderful medicine, St. Jacobs Oil, both at my home and office, and esteem it, without policeman be required to visit some part of said Ward at least once in any exception, the most efficacious remedy in the world for rheumatism every twenty-four hours. On mo-tion, that portion of the petition ask-ing for improvements on streets was referred to the committee on streets etc.," says Supt. O'Neill, of the Dominion Police, Ottawa, Canada. and alleys, and that portion refer-ring to the depredations of hoodlums FURNISHED ROOMS, \$5 to \$12 RACH. First house north of the Catholic

ring to the depredations of hoodid ins to the committee on police. A petition signed by P. Pugsley and 41 others, residents and proper-ty owners on and near Sixth West Streat, was submitted, asking that the petition of the Denver and Rio Grande Western Railway Com-pany, to construct its road on said street, be granted, as they deemed it would be highly beneficial to all concerned. Received and laid on the table.

ON AND ATTER JUNE 19T, THE UN-dersigned will charge drayage at the lowing rates: Double team, 50 cents per load, Single team, 25 cents per load. Extra distance, 25 cents extra for each load TAYLOR, ROMNEY & ARMSTRONG, MASON & CO., E. SELLS. Alderman Patrick, on behalf of certain residents of the Eighteenth Ward, petitioned to be allowed to make certain improvements to the Eagle Gate at the head of First East Street, to perpetuate its existence as an old and venerable landmark. Granted.

The supervisor of streets presented his report for the quarter ending May 31st, 1882, showing the total

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