EVENING NEWS.

Thursday, - - July 21, 1887.

PRIESTHOOD MEETING.

The High Council, Home Missionaries, the Bishops and their Counselors and the acting Priesthood in all the wards and quorums of this Stake are requested to attend a Priesthood meeting in the Assembly Hall on Saturday, July 23rd, at 11 o'clock a. m. A full and punctual attendance is desired. ANGUS M. CANNON, President.

FRAGMENTS.

DAN. CALDER has returned from the east.

MATT. CULLEN got back from his visit east last evening.

DIPHTHERIA has appeared at Fairview, Sanpete County.

BISHOP J. P. R. JOHNSON, of Provo, is reported seriously ill.

MONDAY next, although a day late, will be observed by some extent as Pioneer-day. It is understood that Mr. Lindsay and a select company will present the fine drama "The Bells" at the Theatre in the evening.

PROVO will celebrate Pioneer Day in grand style on Monday next. The people then expect a large number of visitors from Salt Lake, and will present a celebration worth attending

Now that Craig Tolliver has been disposed of, the only Americans in rebellion are the thirty Apaches. "Loosh" Fairchild, M. Halstead and the Iowa ku-klux.—*Chicago Herald.*

TICKETS for the excursion to American Fork, Provo, Payson and Nephi are now on sale at the places advertised. Parties who intend going should secure their tickets before going to the depot.

ROSINA STEINER lost her purse, containing a pair of gloves, a pair of earrings, and all the money she had, on Tuesday afternoon. The finder will please return it to Mr. John Heil, the ice-man, on Second South Street, for the owner.

BICYCLES are permitted on the sidewalks without complaint, when the riders do not desire to travel too fast, but the tricycle will not be tolerated after the manner in which one preambulated the streets to-day. The sidewalk is not large enough for that machine and pedestrians.

ELI OPENSHAW met with a painful accident at Santaquin yesterday morning. He had been working on a self-binder, and got one of his fingers badly crushed, necessitating the amputation of the injured member up to the knuckle.—*Provo Enquirer, July 19.*

H. T. WOOLLACOTT, formerly of this city but now of Los Angeles, has been here a few days past on a visit. He returns to-morrow. Things are progressing somewhat rapidly in his vicinity at home, the principal feature of transactions being in real property.

HERBERT PEMBROKE claims that the News philologist wrongly construed a French sentence the other day, and that it might not occur again has sent us a dictionary which will make the dark places light. He has also all the standard educational works and appliances.

IT is expected that the senatorial party, consisting of Senators Vest, Cameron and others, who have been visiting the National Park, will arrive in Butte to-day. They are due at Arlee, on the Northern Pacific, to-morrow morning, from whence they visit the St. Ignatius Mission.—*Butte Miner, 19.*

There is a probability of the gentlemen returning this way.

To Shippers.

Owing to a change being made in the league on the Utah & Northern the Utah Central Railway will not receive freight for any point north of Pocatello for several days.

Icelanders on the Way.

A private dispatch, dated yesterday, from J. E. Hart, acting as Church agent at New York, states that twenty-one immigrants from Iceland had arrived and started on their way westward by rail at three p. m. They will come on here via the Union Pacific road.

J. W. Ure Arrested.

This afternoon James W. Ure, of the Fifteenth Ward, was arrested by Deputy Pratt on the charge of unlawful cohabitation. He was taken to the Marshal's office, but Commissioner Norrell, before whom the complaint is made, being otherwise engaged, he was released until 10 a. m. to-morrow.

In the North.

Grasshoppers are very numerous in the neighborhood of Benson Ward. It is said that there are thousands of gulls also in that section, feasting upon the hoppers.

Mark L. Fletcher and John Reed, formerly of this city, have discovered a vein of coal eight feet thick, at a point near the Oregon Short Line, and about 55 miles from Boise. The discovery is considered a valuable one.

On Sunday evening last a son of Richard Jessop, of Milville, aged 8 years, was badly kicked above the eye, by a colt, laying bare the skull. Dr. Ormsby attended the wound and found it necessary to take a number of stitches to close the wound. Although there was severe concussion of the brain, the doctor fears no serious trouble.—*Logan Journal, July 20.*

The Game Laws.

The game laws of Utah and Montana differ materially. In the latter Territory game can be shipped during and between the following dates: Buffalo, moose, elk, white-tailed deer, black-tailed deer, mountain sheep, Rocky Mountain goat, antelope from August 16th to November 30th, inclusive; grouse, prairie chicken, fool hen, partridges or quail, August 16th to November 14th; wild geese and ducks, August 16th to April 31st, inclusive; fish, the transportation of fish, except such as are taken by hook and line or spear, or such as have been taken in the Missouri River below the three forks, or in the Yellowstone River below the mouth of Clark's Forks, is prohibited by law.

Death of Father Coltrin.

The following special dispatch was received by the *News* to-day:

Spanish Fork, July 21, 1887.

Zebedee Coltrin died here this morning. The funeral will be held here at four o'clock Sunday or Saturday.

J. G. COLTRIN.

The respected and venerable man was one of the oldest members of the Church and was identified with many of its earliest incidents in the days of Kirtland. He was closely associated with the Prophet Joseph and has often testified to having been a witness of and participant in many marvelous spiritual manifestations. Father Coltrin has for many years past officiated as a Patriarch, and has left an excellent record for faithfulness.

AFTER THE U. P.

The Pacific Commission Still Investigating.

Another session of the Pacific Railway Investigating Commission was held in this city yesterday afternoon.

Hon. John Sharp, in reply to an inquiry as to what ought to be done to stimulate the growth of the Utah Central, said it should be pushed into Southeastern Nevada. It was a matter of necessity that the road be extended, because, in a great measure, the Horn Silver had ceased shipping, or nearly—instead of shipping 150 tons a day, they now send no more than 100 tons a week. It would not take more than 160 miles to bring the road into a mining country, which would commence at Pioche. It was a mining country, in which the natural resources were abundant. It would cost about $12,000 or $14,000 a mile to build this branch, which would then be a great feeder to the Union Pacific. It cost nearly $2,000,000 to build the grade on the Union Pacific between Echo and the Promontory. These were the figures in round numbers. Did not know whether there was a copy of the contract between Brigham Young and the Union Pacific, but would endeavor to find a copy of it. Witness knew but little of the Utah & Northern Railway's affairs and was excused.

Mr. Charles Popper testified that his residence was in New York, but his business interests were mainly in Salt Lake. His testimony was pretty severe on the road. He said he had tried to have business dealings with the Union Pacific, but the prices between Idaho and Salt Lake for transportation were so high that he could do little or nothing. Business men in Salt Lake were discriminated against to such an extent as to preclude shipments to Salt Lake and the rates were greatly in favor of the east. He was largely interested in the Queen of the Hills mine, in Idaho, but that company, in connection with others, was charged such prices as to be at the mercy of the Union Pacific and the Omaha and Grant Smelting Works. He had heard of other firms getting rebates, but his company had never received any. He had made applications to Mr. Shelby for a special rate and the latter had promised to do all he could, but nothing had been done. From Butte the rate on ore was about one-half the price from Wood River, which was 300 miles nearer, and this action forced them into the Omaha market. In Omaha he was forced to pay $11 per ton to the smelters, while in Salt Lake he was charged but $7 for the same grade of ore. There was a heavy discrimination against Salt Lake, and always had been.

Mr. Shelby explained that the lower rate from Butte was because of the Northern Pacific competition. If all the rates were as low as those between Butte and Omaha, the Union Pacific would not be paying expenses.

George Y. Wallace testified that he was interested in the Utah Forwarding Company, the Deseret Salt Works, Northwestern Forwarding Company, Tintic Iron Company, the Telephone Company, a bridge company and water company in Idaho. The Utah Forwarding Company was formed many years ago, for the purpose of forwarding goods from the termini of the several railroads to points beyond. It was merely a name, the shares all being held by himself and Mr. Lyman, save enough to keep up the corporation; never had any rates that were not allowed anyone else. It was merely a verbal agreement; it is in effect now; had always paid the open tariff rate, except in cases of competition, when the D. & R. G. came, and after the rates had been established; had no relations with the Union Pacific save that of a good customer.

Governor Pattison, chairman of the Commission, here rounded up the witness by saying, "It might as well be understood, Mr. Wallace, that your company appears all through the Union Pacific books as having received rebates while no other forwarding companies show it. If that is so—if there was a rebate of ten cents in your favor—it would prevent competition, would it not?"

Mr. Wallace replied that it certainly would. He had handled coke and shipped it to all smelting points in the west. His company was to receive a commission of 25 cents a ton for handling the coke at Leadville. This was the agreement made with the Union Pacific; knew a Ferguson, of Leadville. There was nothing said about forcing Ferguson, Towle & Co. out of the business in consideration of he payment of 25 cents per ton; did not know that that firm was charged $6 against $1 to him to the Missouri river. There has been no discrimination against the smelters here. They have been given the same price, save the 25 cents a ton commission. Had made and bought salt for the Union Pacific Company. We received a commission of 50 cents a ton for buying, taking to Butte and unloading salt. That was when he had to buy several thousand tons in open market and during the time of the "corner." Sold coal to the Union Pacific Company at Butte; got a commission of $1 a ton for retailing coal there and 15 cents by car load lots. There is no one else selling coal there, except the Union Pacific. The railway company fix the price; had sold 901 tons since January 1st. The company has sold thousands of tons; did not know that anyone else would be given the same privilege. No one had been so far.

Gov. Pattison—What other business do you follow in which you obtain advantages over others?

Mr. Wallace—None at all. I think you are wrong when you make such an assertion. There was a time when we paid 25c. a hundred for grain from the Missouri. The published rate was $1, but I believe everybody was allowed the same privilege. We shipped considerable iron ore on which we had a refund. Some years ago we shipped some stone to the smelters south of this city on which we had a refund. Never tried to influence legislation or elections in Utah.

John Wm. Snell was the next witness sworn, and his testimony was a vigorous denunciation of the course the U. P. had pursued in some respects. He gave an account of the manner in which nearly everybody had attempted to do all in their power to aid the Union Pacific; how he had been handling coal, and the money he had made upon it, and how finally he had been shut out by the efforts of the Union Pacific Company, who discriminated against him in rates and forced him to the wall. He afterwards started in the iron business at Tintic, with the assurance that he should have as good a rate as any one else. In a short time the rates were raised, and to such an extent as to again drive him out of business. He thought the discrimination had been made in favor of the Utah Forwarding Company. Before shipping coal, he had handled grain, but he was also shut out by the influence of the railroad people. Some time ago he was informed by W. P. P. St. Clair that he could get a rate of 50c. per 100 from Ogden to Butte. He telegraphed to California for several car loads and when they arrived at Ogden, the company raised the rate on him from 50 cents to $2.50. He had also been to Butte to see what he could do about salt, but was informed that no one but the Northwestern Forwarding Company could do any salt business in that section; that they could not take his salt if he were to give it to them. It was his opinion that the Union Pacific controlled a great number of important interests along its line and used a great many figure heads to do it with.

Hon. W. W. Riter testified that the Salt Lake & Western Railway had been constructed by a local company. The Union Pacific had furnished the money.

J. C. Conklin said he was engaged in mining at Wood River. He had never received any special rates, except for a short time. Had applied for a rate of $14, when the published rate was $18. This was done in order that a contract might be filled, which would have been impossible under the $18 rate. It was and had been for a long time impossible to ship ores into Salt Lake, because of the great discrimination against this city in the matter of railroad rates. Ore could be sent much cheaper to either Denver or San Francisco than to Salt Lake.

The Commission then took an adjournment until to-day.

TO-DAY'S PROCEEDINGS—CONCLUSION OF THE PROCEEDINGS IN SALT LAKE.

The members of the Pacific Railway Investigating Commission met pursuant to adjournment at 9 a. m. in the Walker House and remained in private consultation about an hour. They then adjourned to the office of the Utah & Nevada Railway Co., where they proceeded to take testimony at 10 p. m.

Mr. Wm. W. Riter was the first witness examined. Being duly sworn, in answer to interrogations he testified in substance as follows: I have vouchers for amounts charged—about twelve thousand of them. I constructed the road (the Salt Lake & Western Railway) for the Union Pacific Company. They furnished the money and material and I rendered them an account of the costs with vouchers. I usually telegraphed for means as I needed it. The gross amount received was about $947,000. This will not agree with the bills for material, however, as some of the later ones I did not get. The total given does not cover all, as four miles were built subsequently. But some of this was credited back, leaving the net amount $939,052 21. The company was organized originally with the intention of extending the line to California. Another company was organized in Nevada to comply with laws of that State. I made surveys as far as Mono Lake, the expense of which appears on the books as the cost of the line already built. It now extends to Tintic, but grading was done beyond that point. The total length of the finished line is within a few feet of 58 miles—we call it 58. It is standard gauge. The sum of $34,859 30 was paid for equipment. The cost per mile was about $15,000. Commence construction in May, 1881, and finished the main line July, 1882 (At this point the commissioners checked off U. P. accounts at Omaha against Mr. Riter's cash book. Most of the items tallied exactly, and towards the last a lot of charges for construction in 1883 and 1884, amounting to many thousands on the Omaha accounts were missing on Mr. Riter's book.) Mr. R. explained that the construction was finished in 1882, but that since then he had received considerable amounts for running expenses. The net amount of cash received by me is $5,3,000. Mr. Riter here explained that there was a muddle about $50,000 which occurred in this way. The State of Nevada required 10 per cent. paid down on the subscription of $5,000,000 for the road, and this amount was obtained from the U. P. and paid in. This I subsequently paid back to Mr. Gannett, the treasurer of the local line here, and hold his receipt for it (which was produced) but have, through some blunder in bookkeeping hitherto not been credited with it. I was temporary treasurer and Mr. Gannett was subsequently made permanent treasurer, at which time I turned over the amount to him for which I hold this receipt. Witness did not know Mr. Gannett's whereabouts. One of the commissioners here stated that the $50,000 was not sent back to Omaha, but transferred here.)

Mayor Armstrong was next sworn. He testified that he was Mayor of Salt Lake City; had been engaged in farming, stock raising, etc. Withess knew of no complaints against the U. P. Dissatisfaction existed some time ago in regard to the sudden fluctuation in freight rates, which at one time were cut very considerably. This was most noticeable about the time that the D. & R. G. reached here. This effect was to pile up large quantities of goods while the low rates prevailed and to drain the country of money. Afterwards the roads made arrangements, and rates were raised again. Witness thought there were instances where firms had received more favorable terms than others in regard to freights.

Judge Goodwin came in about 11 a. m. and, previous to being sworn, stated that he did not know that he had any evidence to give worth swearing to. He was informed that though that might be, the Commission took no evidence except under oath. Being sworn he testified that he was editor of the *Tribune* and had resided in this city eleven years. His opinion was that the Union Pacific line was bound to die unless something was done to change the present conditions. The line began at Omaha when there was sharp competition and this was extending westward all along the line, and its indebtedness was heavy. He thought the only salvation lay in long government bonds at low rates of interest, say 2½ per cent. He further suggested advantages which it seemed to him would accrue from an extension of the line from here to Pioche and thence southwesterly to the Pacific. This would tap many valuable mines and thus furnish business for the road. He knew there were valuable mines there because he had lived ten years in Nevada and had seen the ore. The road should be extended 700 or 800 miles. The business in Nevada was chiefly mining and stock raising. The valleys were covered with grass to the mountain tops. The line through need not exceed 700 miles in length and the road being shorter would naturally get the fruit and wine traffic, as well as the ores. The U. P. should also make such arrangements beyond the Oregon Short Line as to have an outlet on Puget Sound. This would give them much business in the growing northwest, where the population is increasing at the rate of 3,000 per annum and where are found some of the richest wheat lands on earth. It would also give them connection by water with all the markets of the world. There were three competing lines coming here from the east, and the U. P. would have to take such measures as would build up its business.

At the conclusion of this witness' testimony, the Commission adjourned to meet in Ogden at 2 p. m. They left the city at 1 o'clock this afternoon to hold a session in Ogden. The Commission purpose leaving Ogden for San Francisco at 8 a. m. to-morrow.

TWO OLD BILLS.

Claims Against Government for Damage by Johnstons's Army.

As mentioned in yesterday's NEWS, the suits of C. A. Terry & Co. and J. C. Irwin & Co. against the United States, were under investigation before Commissioner Norrell this afternoon. The object of this branch of the inquiry, which is being made before the government Court of Claims, is to ascertain the value, in Utah, during 1857, of the property for which the plaintiffs wanted damages.

The Government was represented in the case by Hon. E. M. Watson, Assistant U. S. Attorney-General, and Mr. Royle, of this city, appeared for Perry & Co., Mr. C. A. Perry being in attendance. The circumstances on which the claims are based are briefly as follows: In the summer of 1857, Perry & Co. and Irwin & Co. were freighting across the plains. Their trains were on the way from Leavenworth to Salt Lake, when they met with Johnston's army, which was then en route to Utah. General Albert Sidney Johnston, who was in command of the army,

ASSA WAR MEASURE,

stopped all communication with Utah, and would allow no trains to go in. He ordered the freighters to the rear, informing them that if they came on at all, it must be after the troops. The result was, as the army moved very slowly, the whole were caught in the mountains by the winter storms, and hundreds of animals did from cold and starvation, while the wagons were destroyed.

The plaintiffs claimed that, in consequence of this action, they sustained great loss by the detention and by being forced in the rear of the army so that their animals could not get grass, and many

STARVED TO DEATH.

Their goods also deteriorated in value.

The claim made by C. A. Perry & Co. aggregates $69,659. In their bill is enumerated 560 head of cattle, valued at $80 each; 24 mules, each worth $150; 5 horses, 36 wagons, teamsters' wages, etc. That of J. C. Irwin & Co. amounts to $39,460 50, this firm having lost 186 head of cattle, 4 mules and 51 wagons, and paid wages during the time the train was delayed to 225 employes; they also claim that 299 of their oxen depreciated in value $12 each.

The claims were presented to the Treasury Department, but were disallowed on the ground that if Albert Sidney Johnston did as is claimed, he was not authorized, and was personally liable for taking private property without

DUE PROCESS OF LAW.

After being referred from one place to another, the Forty-eighth Congress passed a bill referring the whole matter to the court of claims, before which the testimony taken will be submitted and passed upon. The government resist the payment of the claim on two grounds, viz.: That the government is not liable, as the taking of the property by Johnston was not authorized by law; and that if it is at all liable, it is for less than the amounts claimed.

At the opening of the inquiry this afternoon, Col John R. Winder was the first witness called, and testified that he had a general knowledge of the price of cattle, horses, mules and wagons in the fall and winter of 1857; cattle which had made the trip across the plains were worth from $40 to $100 per yoke; mules $300 to $400 per span; and horses varying all the way from $40 to $400; the latter would average about $50 each. The heavy freighter's wagon, at that time, after being brought over the plains, was seldom sold; this class, called "prairie schooners," were worth $50 to $75 each; a lighter wagon would then be worth $100 or more. At the time named it was the usual custom for freighters to dispose of their outfits in Utah. In the winter of 1857

JOHNSTON'S ARMY

was at Fort Bridger; there was considerable excitement; in the fall of 1857 there was no thought of going south; that was subsequently; the prevention of supplies coming in by the army did not increase the demand for wagons and animals named in the claims, as there were plenty in the country. The army came in in July, 1858, and after the civil war broke out sold out the wagons, etc., belonging to it.

Other witnesses were called, who placed varying values on the property referred to. The examination will probably last till to-morrow.

Police Court.

This afternoon D. R. Williams was brought before Justice Pyper for being drunk, and was fined $5.

Joseph Simpson and Charles Beard, arrested last evening for stealing a ride on the D. & R. G. W. from Pleasant Valley Junction to this city, were released on paying the fare, $6.80, and costs.

H. E. Barstow was arraigned on the charges of disturbing the peace and using profane and obscene language. It appeared that last evening he was on the train coming from Lake Park, and being under the influence of liquor, began to "show off." He gradually became more offensive until by his abusive language, threats and indecent conduct he raised considerable of a tumult. He was fined $50.

COMMERCIAL.

The Stock, Money, Groceries and Provision Markets.

DESERET NEWS OFFICE, Salt Lake City, July 21, 1887

SALT LAKE MARKETS.

Corrected daily by Leading Houses.

PROVISIONS.

	Buying	Selling
Whole Wheat Flour	2 75	3 00
Flour, XXXX	2 00	2 25
Patent Roller	2 50	2 75
High Patent Roller	2 75	3 00
Wheat per bu	80	90
Oats per 100	1 50	1 75
Barley per 100	1 30	1 40
Barley Cracked	1 25	1 50
Corn	1 20	1 60
Corn Cracked	1 50	1 60
Potatoes per bu	75	100
Lucern seed, 100 lb	7 50	8 50
Bran per 100	97½	1 15
Shorts per 100 lb	1 00	1 25
Timothy seed, 100 lb	7 50	8 00
Red top seed, 100 lb	7 50	8 00
Clover seed, 100 lb	10 00	12 50
Hay, timothy, baled per ton	16 00	20 00
Hay, timothy and clover, per ton	16 00	20 00
Hay, lucern, per ton	9 00	12 00
Beans per 100	3 00	5 00
Carrots per bushel	25	35
Onions per bushel	1 65	2 00

GROCERIES.

	Buying	Selling
Eggs per doz	11	17
Table butter	25	30
Cooking "	12	15
Home Cured Breakfast Bacon	11¾	13¾
Home Cured Side Bacon	8	10
Eastern Cured Breakfast Bacon		14
Eastern Cured D. S. Shoulders		10½
Eastern Cured Hams		13¾
H. M. Cheese	12½	14
Eastern Cheese		13¼
Pride of Japan Tea ½ lb papers		34¾
Gunpowder Tea		85
Japan Garden Tea		65
Japan Package Tea		34¾
English Breakfast Tea		75
Roast Java		40
Green Java		20
Roast Mocha		40
Green Mocha		25
Roast Rio		27
Green Rio		21
Granula'd Sugar pr 100		7 60
A Sugar		7 40
Extra C		7 25
Gold C		7 00
Cut Loaf		10
Honey, Utah pr lb		7
Molasses, Utah pr gal		65
Candies, per box 20 lbs		2 00
Candies, per box 40 lbs		4 00
Cal. Raisins, L. M. 20 lbs		3 40
Cal. R's'ns, L'y'rs, 20 lbs		2 65
Coal Oil, 110 t. p. c. 10 g		2 90
Coal Oil, 150 t. p. c. 10 g		3 00
Coal Oil, 175 t. p. c. 10 g		3 10
Currants, per lb		8¾
Salt, per 100 lb		60
Vinegar, 60 grain	25	35
Valley Tan Beans	3	4
Navy Beans		4
Lard, 3 lb pails, per lb		10½
Lard, 5 lb pails, per lb		10½
Lard, 10 lb pails, per lb		10

FRESH MEATS.

			Dressed
Beef, choice steers, 3c.	gross,	selling	6c.
" medium "	2½c.	"	5c.
Cows,	2½c.	"	5c.
Sheep,	2½c.	"	5c.
Hogs,	4c.	"	7c.
Home cured hams,			15c.
Bacon,			10½c.

NEW YORK STOCKS.

By Telegraph to-day.

			Noon.
Bar silver	95½	York Central	8¾
Money	4@5	Navigation	97½
4's coupon	27¾	Transcontinent'l	29¾
4½'s coupon	9	Pacific Mail	43¾
Pacific 6's	34	Rock Island	3¾
Central Pacific	36	St. L. & S. F.	38¾
Burlington	48¾	St. Paul & Omaha	50¾
Rio Grande	27¾	Texas Pacific	29¾
Northern Pacific	34¾	Union Pacific	56
Pf'd	60¾	Fargo Express	93¾
Northwestern	105¾	Western Union	76¾

The stock market opened weak ⅛ to ¼ per cent. lower and declined small fractions further, but later the market rallied and is now about steady at opening figures.

At noon the stock market was very dull, and rather heavy.

CHICAGO MARKETS.

By Telegraph to-day.

	Close
Wheat—Easier. Cash, 70¾; Aug.	70 3-16;
Sept., 72¾.	
Corn—Firmer. Cash, 37¾; Aug., 37¾; Sept., 38¼.	
Oats—Unchanged. Cash, 26¼; Aug., 25¾; Sept., 26¼.	

LIVERPOOL MARKETS.

By Telegraph to-day.

	Close.
Flour—Poor demand. Steady at 3s 6d.	
Wheat—Poor demand and easy. New No. 2 winter 6s. 5½d.; olive spring, 6s. 4½d.	
Corn—Fair demand, steady. Spot, 4s. ¾d.; July, 4s. ¾d.; Aug., 4s. 1¾d.; Sept., 4s. 1½d.	

GRAIN CHOPPING!

Oats, Corn, Barley, Peas, and all kinds of Grain Chopped, for horse or hog feed, at the PIONEER ROLLER MILLS.

FOR SALE CHEAP.

A PIECE OF CHOICE FARMING Land near the south end of the Drive. A bargain. Call at this office. d&w tf

ESTRAY NOTICE.

I HAVE IN MY POSSESSION:

One roan COW, about 9 years old, branded O on left hip, and swallow fork in each ear. Which, if not claimed and taken away within 10 days, will be sold at the law direcs on Tuesday, July 26th, 1887, at 9 a. m., at the estray pound St. George.

GEORGE T. COTTAM, Pound-keeper.

St. George, Washington Co., July 16, 1887.

ESTRAY NOTICE.

I HAVE IN MY POSSESSION:

One bay horse COLT, 1 or 2 years old, white spot in forehead and white strip on nose, both hind feet white, branded ·O· on left thigh.

One black yearling mare COLT, small white spot in forehead, branded ·O· on left thigh.

Which, if not claimed and taken away on or before July 28th, 1887, will be sold to the highest cash bidder, at 10 o'clock a. m., at the estray pound in Levan.

AUGUSTUS SHEPHERD, Precinct Poundkeeper.

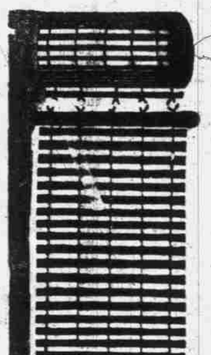
Levan, Juab Co., July 16th, 1887.

HOUSEHOLD SEWING MACHINES.

AGENTS FOR THE CELEBRATED

BURTON-GARDNER COMP'Y,

MANUFACTURERS OF WIRE BEDS and COTS.



It is cheap, durable, the best, chicken tight, rabbit tight, pig tight, bull tight, horse tight, easily removed, suitable for road, stock, orchards, hay stacks, bees lots, and well adapted to bottom lands. Will resist a strain of 10,000 lbs. per rod.

Our Fancy Fence cannot be surpassed for strength and beauty.

Come to the Factory and see how the Fence is made.

FENCE FACTORY!

We are prepared to furnish the COMBINATION FENCE, composed of 6, 8, or 10 Annealed Steel and Galvanized Wire, with 44 pickets per rod, at prices from 45c. to $1.00 per Rod, using more than $100.00 PER MILE.

Genuine Bargains

AT

TEASDEL'S!

No Spasmodic Effort but an Every Day Occurrence

At TEASDEL'S!

Genuine Uniform LOW PRICES!

Not climbing away up and then show a pretended retrenchment. Compare Prices and Qualities of Goods, with pretended Sales of Specials. Our whole Line of

DRY GOODS, GROCERIES,

BOOTS, SHOES and CLOTHING,

COMPRISES AN

IMMENSE STOCK AND IS EQUAL TO THE CHEAPEST

AT TEASDEL'S!

Bargains!

GREAT CLEARANCE SALE

OF

Spring and Summer Goods!

WE MEAN WHAT WE SAY,

PRICES CUT IN HALF

C. M. DONELSON & CO.

Bargains!

INVESTIGATE AND TRY IT. CHEAP AND DURABLE.

THE RUTLAND SLATE ROOFING!

PATENTED FEB. 9, 1873.

A PERFECT PRESERVATION FOR IRON, TIN & SHINGLE ROOFING

It is of an Elastic nature allowing the Tin or Iron to Contract or Expand without breaking the paint.

It is not affected by Heat or Cold.

It will stop all Leaks in Iron or Tin Roofs.

One Coat of this Paint every three or four years will Preserve your Iron and Tin, and save the expense of new roofs.

WM. W. TURNER, Proprietor,

34 N. Sixth West Street, Salt Lake City.

ESTIMATES GIVEN ON APPLICATION. d tf

F. AUERBACH & BRO

GREAT SPECIAL BARGAIN SALE

FOR THE

Next TWO WEEKS Only!

"MAKE HAY WHILE THE SUN SHINES."

Visitors to the City as well as Residents should not Miss this Opportunity for

BARGAINS!

One Lot of Wash Robes at $1.50, 2.75 and 3.25. They are selling fast.

One Lot of White Robes, at prices to please.

One Lot of Ladies' Chemisettes, latest styles, at 25, 35, 50 and 75c.

One Lot of Ladies' Skirts, just the thing for the season, at 20 and 25c. each.

One Lot of 6 yard lengths, heavy Cheviots, for 50c. Cheap at 75c. each.

One Lot of 8 yard lengths, heavy Blue Flannel, suitable for Bathing Suits for $1.50.

One Lot of 14 yard patterns of Black and Colored Nun's Veiling, at $1.75. Nothing like it ever offered before.

One Lot of Ladies' Colored Organdie Fichues at 15c. each. Cheap at 35c.

One Lot of Needle Books at 10c. each. Cheap at 25c.

One Lot of Wire Hair Brushes at 15, 25 and 35c. each. Must be seen to be appreciated.

One Lot of Childs'. Lace Caps, newest styles, at 10, 15, 25, 35, 50, 75c. and $1.00 each. The last of the season and cheap at double the price.

One Lot of Gents' White Ties at 20 and 55c. per dozen.

One Lot of Gents' Suspenders, 20, 35 and 50c. a pair.

One Lot each of Ladies' and Childs' Trimmed and Untrimmed Hats, at 10c., 15, 25, 75 and $1.00 each. They are sure to create an excitement.

One Lot of White Lace Check Dress Patterns, 13 yards each at $1 25.

500 New and Elegant Fans at 10, 15, 25, 50c. and $1.00. Worth double.

200 Parasols and Sun Umbrellas, the last of the season, very cheap.

Great Bargains in White Goods, Embroideries, Laces and Wash Dress Goods.

Many other BARGAINS will make it pay you to come, "Rain or Sunshine."

We wish it would rain, it would be so refreshing, and we want to sell a lot of Ladies' and Gents' RUBBER GARMENTS, VERY CHEAP.

Every Article Warranted as Represented!

F. AUERBACH & BRO

BOOM UTAH BY SUSTAINING HOME ENTERPRISES!

SOLOMON BROS. & GOLD

ARE MEN OF LARGE EXPERIENCE AND MAKE THE MOST

SUBSTANTIAL BOOTS AND SHOES

That Utah Produces, and Guarantee all SEWING in their Work.

Style and Fit Unsurpassed. Call and See Them at

No. 70 Main St.

CO-OP. FURNITURE COMPANY

For Thirty Days

WILL SELL

CARPETS, LACE CURTAINS,

Window Shades, Ebony and Brass Poles, Parlor Sets, Easy Chairs, Rockers, Sofas and Bed Lounges at

GREATLY REDUCED PRICES!!

Call and Secure Bargains.

WE MEAN WHAT WE SAY.

Salesrooms 41 s., Main Street, Salt Lake City.

LAKE PARK

BATHING RESORT

ON THE

DENVER & RIO GRANDE WESTERN R'Y.,

IS NOW

Open for the Season of 1887.

SCHEDULE OF LAKE PARK BATHING TRAINS:

Leave Salt Lake for Lake Park.... 8.10, 11.05 a.m., 1.40, 3.10, 4.40, 6.45 p. m.
" Lake Park for Salt Lake....10.26, 11.50 a.m., 2.20, 3.50, 5.42, 8.30 p. m.
" Ogden for Lake Park..... 9.40 a.m., 4.55, 6.20 p. m.
" Lake Park for Ogden..... 8.45 a.m., 5.16, 8.30 p. m.

In making this announcement, the Lake Park Resort Company respectfully assure the public that its preparatory efforts of last year to give it the first conveniences for Bathing in Great Salt Lake, worthy of patronage ever offered, have for this season been GREATLY ENLARGED AND IMPROVED upon, and that the general attractions of the Resort will continue to be added to in whatever manner careful efforts in ascertaining the requirements of a discriminating public may suggest.

The exceedingly liberal patronage bestowed upon the Resort in the unfinished state of its appointments last season clearly indicated the popular demand for and appreciation of better accommodations than had ever before been given for Lake Bathing, and this season finished appointments and delightful accessories will be so profusely offered as will maintain for this resort the leading position at once accorded it by the public from its original opening.

The MUSIC for this season will be of the highest degree of excellence and under the directorships of Professors Krouse, of this city, and Reunigsberg of Denver. The full Band of Musicians has been selected with the closest discrimination. Concerts in the Grand Pavilion. The patronage of the public is respectfully invited.

LAKE PARK RESORT COMPANY.

EVERY DESCRIPTION

OF

JOB PRINTING

PROMPTLY EXECUTED

At This Office.