A MAN

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 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, Belknap, 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, 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. 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.

What will please you most will be the pleasure of enjoying your meals, while passing 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 separate apartments for different purposes (and the increasing patronage 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 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. 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. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. R. in Nebr.

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 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, for 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. 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. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Tintic	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 32
Centreville	11 04	7 44	1 65
*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 11.50 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.50 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 8.30 p.m.

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

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	8 35	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 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Tintic	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 50

GOING NORTH.

Name of Station.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.		
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 65
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 20	3 20	4 60
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy	5 44	4 45	
Junction	5 55	5 05	4 75
Lovendahls	6 05	5 20	4 90
Germania	6 09	5 30	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 30

Nos. 1 and 2 will be run daily.
Nos. 3 and 4 will be run daily Sundays excepted.
JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	50
Lemmington	9 15	27	1 50
Hills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Hills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	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 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 8.15 a. m; Baltimore 6.30 p. m. Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express. Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; 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 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 9.00 a. m; New York 10.35 a. m; Boston 8.40 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.

Liggett & 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. d1y

L. M. RUMSEY & CO.,
Manufacturers and Jobbers of
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.
810 NORTH SECOND ST., ST. LOUIS, MO.

BARSTOW & WHITELAW,
617 North Second Street, ST. LOUIS, MO.,
— DEALERS IN —
OILS, PAINTS, NAVAL STORES, HEAVY DRUGS
AND WINDOW GLASS.
Manufacturers of Varnishes, Soap Makers,' Tanners' and Woolen Mill Supplies a Specialty. deom 1y

FRIEDMANN & LAUTERJUNG,
(A. J. JORDAN, SOLE AGENT,)
MANUFACTURERS OF CUTLERY,
91 Chambers St., N.Y. 423 N. 5th St. St. Louis
The Celebrated HAND-MADE "Electric" Shears, (With bent handles. Nickel Plated), and full Concaved Patent "Electric" Razors. *The Best in the World.*
For sale by Z. C. M. I. and all its Branch Stores. d6m

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WIND MILLS!
THE BEST IN THE WORLD.
FAIRBANKS & CO.,
302 and 304, Washington Ave., ST. LOUIS,
SOLE AGENTS. d6m

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

SOUTHERN COMPANY
TRADE MARK WARRANTED
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. d6m

GRAND CHARTER OAK STOVES AND 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 assigns; you are hereby notified that we have expended for you in money and labor, on the Young America Mining Claim, situated in Dry Canyon, Opir Mining District, Tooele 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 1875, 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising at the expiration of ninety days after the publication of this notice, your interests in said mining claim will become ours by due operation of law.

WM. NAYLOR,
GEORGE NAYLOR.

Salt Lake City, Utah, May 7, 1880. 8m

EVENING NEWS.

Wednesday, July 21, 1880.

CIRCULAR.

CACHE COUNTY NORMAL INSTITUTE.

To the Friends of Education in Utah Territory.

We take pleasure in announcing that the second annual session of the Cache County Normal Institute, will be held in the City Hall of Logan, commencing on the second Monday of August, 1880, and continuing the ensuing two weeks. During the first week the following class exercises will be conducted:

Elocution; selections from National Fifth Reader, by W. H. Apperley.

Grammar; rules of Syntax, by Jos. A. Smith.

Arithmetic; 100 promiscuous examples from Ray, by Samuel Oldham.

Algebra; by Joseph Howell.

Geography; boundaries of countries, present form of government, etc., by Miss Mattie Blair.

Also the following lectures will be delivered:

On Monday—"The Graded System," by I. C. Thoreson.

On Tuesday—"School Government," by Geo. Parkinson.

On Wednesday—"English Literature," by Frank J. Cannon.

On Thursday—"Natural Philosophy," by J. E. Carlisle.

On Friday—"Authenticity of the Book of Mormon," by W. G. Reese.

Programme of Exercises:

MORNING:

Opening exercises from 9 to 9.15—15 minutes.

Elocution from 9.15 to 9.55—40 minutes.

Arithmetic from 9.55 to 10.35—40 minutes.

Recess from 10.35 to 10.55—20 minutes.

Miscellaneous from 10.55 to 11.10—15 minutes.

Grammar from 11.10 to 12—50 minutes.

AFTERNOON.

Lecture from 1 to 1.40—40 minutes.

Algebra from 1.40 to 2.10—30 minutes.

Geography from 2.10 to 2.50—40 minutes.

Closing exercises from 2.50 to 3—10 minutes.

The last ten minutes assigned for each lesson will be devoted to friendly criticism until the last lesson of the series, when the teacher will read a prepared article on the branch taught by himself.

A few changes may be made at the close of the first week, but no changes will be made nor anything adopted without the approval of the members present.

Our last Normal session was productive of much good; a majority of the principal teachers in the county attended and also several prominent educators from other parts of the Territory. To-day we are reaping the benefit of our past labors; the educational interests of the County have been advanced, all opposition to the graded system has been silenced and a foundation has been laid upon which we must continue to build.

The object of the coming session is to advance the cause of education and systematize the method of teaching, etc. It is expected that every earnest teacher in the county who intends to honor his profession and progress with the cause of education will be present at the opening exercises which will be as follows:

First—Dedicatory Prayer.

Second—Instrumental music by Miss Langton.

Third—Speech of Welcome by the County Superintendent.

Fourth—Response by the President of the Educational Institute.

Fifth—Address by the Vice-President.

We will then transact any miscellaneous business and proceed immediately with the programme of exercises.

The best educated teachers in the county will learn much from their association with others and no one should absent himself on account of deficiency in any branch, as no compulsion will be enforced; the members will be allowed to join any or all classes, or employ the time in taking notes.

It is not expected that the trustees will be able to meet with us during the entire session; but at least one trustee from each Board in the county should be present on the morning of the last day's session, when any business of a general character may be transacted.

The last half day will be spent by the members in making farewell addresses.

In addition to our Normal work, we intend to give several evening lectures, to which the public will be invited.

A cordial invitation is extended to superintendents, teachers, trustees and friends of education in all parts of the country.

The school will be under the management of the superintendent of district schools and the officers of the Cache County Educational Institute.

W. H. Apperley, county superintendent; Jos. A. Smith, president Cache County Educational Institute; Frank J. Cannon, vice-president Cache County Educational Institute; Esther Leishman, secretary Cache County Educational Institute.

J. E. Carlisle, corresponding secretary; Ellen Langton, organist; Joseph Howells, Samuel Oldham, I. C. Thoreson, committee.

We learn that the proprietor of the Cache Valley House, Paul Cardon, Esq., will give greatly reduced rates to all those who come to attend or visit the Normal School, and all patrons of his hotel will find comfortable and pleasant entertainment.—*Logan Leader.*

"Van Bibber's Rock" and its Thrilling Story.

Just below the Kanawha Falls, in West Virginia, writes a correspondent, is an over-hanging rock of immense size jutting out about 100 feet over the seething whirlpool, and about the same height above. This was once the scene of a remarkable adventure. The Indians were in hot pursuit of Ribber, a settler and man of distinction in those early times. He was hard pressed, and all access to the river below and above being cut off, he was driven to the jutting rock, which proved to be the jumping-off place for him. He stood on the rock, in full view of the enemy above and below, who yelled like demons at the certainty of his speedy capture. He stood up boldly, and with his rifle kept them at bay. As he stood there, he looked across the river—saw his friends—his wife with her babe in her arms—all helpless to render assistance. They stood as if petrified with terror and amazement. She cried at the top of her voice: "Leap into the river and meet me!" Laying her babe on the grass, she selected the cars and sprang into the skiff alone. As she neared the middle of the river, her husband saw the Indians coming in full force and yelling like demons. "Wife, wife," he screamed, "I'm coming; drop down a little lower." With this, he sprang from his crag, descended like an arrow into the water, feet foremost. The wife rested on her oars a few moments to see him rise to the surface, the little canoe floating like a cork, bobbing about on the boiling flood. It was an awful moment; it seemed an age to her. Would he ever rise? Her earnest gaze seemed to penetrate the depths of the water, and she darted her boat farther down the stream. He rose near her; in a moment the canoe was alongside of him, and she helped him to scramble into it amid a shower of arrows and shot that the baffled Indians poured into them. The daring wife did not speak a word; her husband was more dead than alive, and all depended on her strength being maintained until they could reach the bank. This they did, just where they had started, right where the babe was still lying, crowing and laughing. The men pulled the skiff high up on the sand, and the wife slowly arose and helped to lift Van Bibber to his feet. He could not walk, but she laid him down by his babe, and then seating herself she wept wildly, just as any other woman would have done under the circumstances. That babe is now a grandfather, and that rock is called "Van Bibber's Rock" to this day.—*Louisville Courier Journal.*

"MARY ANN" says she is "a weary," and complains that "woman's work goes on for ever." So it does, and we are glad of it. But that doesn't affect you. "Bless your soul, you don't go on forever; you don't have all the work to do, not even while you live. Man's work goes on forever, too, we hope, but that doesn't fret us a particle. We are not going to stay here and do it all. Bless you, no, we are not going to do our own any longer than we have to. Brace up, Mary Ann, and don't you fret about the work that "goes on forever." You're not going on with your work more than forty or fifty years longer, Mary Ann, and don't you forget it.—*Burlington Hawkeye.*

A MODERN HOUSE,
With Seven Rooms, convenient to the central part of town, for sale cheap. Enquire at this office.

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 Horse shoeing. Shop on West Temple Street, Opposite City Market. d3m

DANIEL GREENIG
KEEPS A FIRST CLASS BOARDING HOUSE, Second House east of City Hall, with
Neatly Furnished Rooms and Spring Beds.
His table is supplied with the best the market affords. This is a good place for you to put up when you visit Salt Lake City. d107

DESERET
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 ,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 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 8.30 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	8 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	6 30 a.m.
	Pioche, Star and San Francisco districts, daily	6 30 am.
	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.

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