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 can get a good 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 (including the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman Palace Sleepers*, and *Palace Cars for sleeping purposes*, and *Palace Dining Cars*.

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 [illegible], as follows:

LEAVE	
Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	5.15 p.m.
Mixed	8.40 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.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	FARE.
TRAINS LEAVE			
Salt Lake	† 00	3 40	
*Wood's Cross	† 25	4 06	60
Centreville	† 33	4 16	75
Farmington	† 50	4 33	1 00
Kaysville	8 12	4 52	1 35
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 21	7 10	1 00
Farmington	10 42	7 31	1 35
Centreville	10 54	7 44	1 60
*Woods Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.20 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 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	† 00	† 30	
Morgan	† 18	8 00	50
Germania	† 22	8 10	50
Lovendale	† 26	8 20	60
Junction	† 37	8 35	75
ARRIVE AT			
Sandy	† 40	8 43	85
LEAVE			
Sandy	† 55	9 00	
Draper	8 07	9 20	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 00	11 50	1 95
	P.M.	P.M.	
Provo	9 27	12 15	2 20
Springville	9 55	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 40
Santaquin	10 34	2 40	3 65
Mona	11 05	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 Passenger	Fare.
TRAINS LEAVE	P.M.	A.M.	
Juab	† 00	† 00	
Nephi	3 34	9 40	75
Mona	4 04	10 20	1 10
Santaquin	4 35	10 50	1 75
Payson	4 55	11 15	2 00
Spanish Fork	5 20	11 40	2 20
	P.M.	P.M.	
Springville	5 34	12 07	2 75
Provo	5 49	12 45	3 00
Pleasant Grove	6 04	1 07	3 35
American Fork	6 08	1 22	3 50
Lehi	6 22	1 37	3 65
Draper	6 36	1 50	3 80
ARRIVE AT			
Sandy	6 49	2 05	4 05
LEAVE			
Sandy		4 45	
Junction	6 54	4 55	4 75
Lovendale	6 58	5 05	4 90
Germania	7 01	5 15	5 00
Morgan	7 05	5 25	5 10
ARRIVE AT			
Salt Lake	8 30	6 00	5 50

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

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARES.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	98	5 00
Mills	11 20	112	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P.M.		
Juab	1 00		
Mills	1 40	9	50
Lemmington	3 00	23	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 30	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

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 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 Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.10 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.30 a.m.; Philadelphia 6.00 a.m.; New York 10.25 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

5.15 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.

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, General Passenger and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction		at 7.45 a.m.
" Jordan		at 7.55 "
" Bevens		at 8.05 "
Arrives at Bingham		at 9.15 "
Leaves Bingham		at 2.00 p.m.
" Bevens		at 3.10 "
" Jordan		at 3.25 "
Arrives at Junction		at 4.05 "

ON SUNDAYS.

Leaves Bingham		at 4.00 p.m.
" Bevens		at 4.10 "
" Jordan		at 4.25 "
Arrives at Junction		at 5.05 "

J. G. KENNEDY, [illegible]

Wei De Meyer's CATARRH

CURE. Unquestionably the most important medical discovery since vaccination. A remedy which combines with the mucous membrane and forms not only local, but a constitutional cure at any stage. One package generally suffices. Delivered by Druggists or by E. B. Dewey & Co., 46 Dey Street, N. Y., $1.50 complete. Treatise and remarkable statements by the cured, mailed free. The afflicted can refer to:

Dr. W. H. Trumbull, Elgin, Ills.; Mrs. H. Harper, 783 Stone St., Denver, Col.; Sheldon Collins, Baldwin's Hotel, San Francisco; Miss Marcy E. Ranker, 494 Clark St., Chicago; Mrs. M. F. Sheney, 3022 Savannah St., St. Louis; Mlle Aimee, Opera Prima Donna; Paul Boynton (the Swimmer), Flushing, L. I.; Sam'l. Benedict, 697 Broadway, N. Y.; Rev. C. H. Taylor, 140 Noble St., Brooklyn, N. Y.; Dr. F. M. Clark, 8 Montgomery St., San Francisco; Rev. Geo. E. Pratt, St. Stephens Church, Phila.; Rev. C. B. Jones, New Brighton, N. Y.; &c. A real cure for Catarrh for $1.50! d9 sow 6m

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE, are incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the DIGESTIVE ORGANS, create perfect digestion and regular movement of the bowels.

AS AN ANTI-MALARIAL They have no equal; acting as a preventive and cure for Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

DYSPEPSIA. It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acts so speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY ROBUST. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

Price 25c. 35 Murray St., N. Y.

TUTT'S HAIR DYE.

Gray Hair or Whiskers changed to a Glossy Black by a single application of this Dye. It imparts a Natural Color, and acts Instantaneously. Sold by Druggists or sent by express on receipt of $1. Office, 35 Murray St., New York. dod & ow & w

A Great Specialty for Scab and Tick on Sheep, also Bed Bugs!

The Wonder of the World.

GOOD NEWS FOR ALL!

PROFESSOR HERMAN'S WORLD-RENOWNED VERMIN DESTROYER!

Which is known to be far Superior to Anything yet Discovered for KILLING RATS, MICE, INSECTS OR POULTRY.

ANTS, BUGS, COCKROACHES, BLACK Beetles, Fleas on Dogs, Blight and Insects on Plants, Moth in Furs, Tick or Scab on Sheep or Goats; also, on Cattle, etc.

This preparation has been applied with great success against the Insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants.

SOLD IN PACKETS AT 25 CENTS PER PACKET, OR 8 PACKETS, $1.25.

This Powder is warranted free from all bad smell, and will keep in any climate. It may be spread anywhere without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.

Directions for use on each packet.

Manufactory: GRAVEL LANE, Houndsditch, City of London, England.

The above discovery has gained for PROF. HERMAN a Silver Prize Medal at the Inter-Colonial Exhibition of Victoria, Australia, of 1878, besides numerous Testimonials.

Agents for Salt Lake City and Ogden, Wm. Driver and Son.
Agent for Logan, O. G. Crosby. d228

FAMILY RECORDS!

WE ARE NOW PREPARED to receive orders for FAMILY RECORDS of an approved form. Each book is divided into four forms.

The first form is that of a "FAMILY RECORD," with ruled and printed spaces for births, marriages and deaths, in each family, also for names, dates, and places, one page accomodating one family.

The second form is a "CHURCH RECORD," with spaces for blessings, baptisms, confirmations, ordinations, endowments, and patriarchal blessings and various particulars of the same.

The third form is a "SEALING RECORD," with spaces for name of person sealed, birth, death, time, place, etc.

The fourth form is a "BAPTISM FOR THE DEAD RECORD," with spaces for names, dates, birth, death, baptism, confirmation, etc.

The fifth form is a "RECORD for BAPTISMS, ENDOWMENTS, ORDINATIONS, and SEALINGS for the DEAD."

Each book is furnished with a title page, on which the person owning the record can enter his or her name. An explanation of the forms, or instructions how to keep the record is also printed in each book, and its pages are numbered.

These records are well printed, and ruled on good ledger paper, substantially bound in full sheep, English roan, or Rock. We can furnish them of any size, from one to five quires, or larger, but probably five quires is as large as will be desired. We can also furnish the various forms in a record, proportioned to each other, to order.

PRICES:

A Book of	Full Flexible	½ Roan & Cloth	Full Roan	Full Rock
1 Quire	$2 50	$4 50	$4 50	$5 00
2 "	5 00	8 00	8 00	8 50
3 "	6 50	9 00	9 00	9 50
4 "	8 00	9 00	9 00	9 50
5 "	9 00	9 00	10 00	10

ALL KINDS —OF— PRINTING

EXECUTED IN THE HIGHEST STYLE OF THE ART, —AT— BED ROCK PRICES, —AT THE—

EVENING NEWS.

Tuesday, Jan. 11, 1881.

BY TELEGRAPH.

FOR WESTERN UNION TELEGRAPH LINE.

AMERICAN.

The Chinese Treaty.

SAN FRANCISCO, 10.—The *Call* publishes an interview with John F. Swift, one of the commissioners to negotiate a treaty with China, who returned by the steamer *Gaelic*. He states that the report regarding the treaty published by the New York *Herald* and telegraphed to this coast, was authentic, the information contained therein having been imparted by the commissioner to the *Herald* correspondent who accompanied the commission. Mr. Swift says that in addition to the points heretofore made public, the treaty contains a clause reserving to the United States the right to terminate at any time the residence of Chinese laborers in this country. It was also tacitly understood that the Chinese cannot be naturalized in the United States, and that the naturalizations already accomplished shall be considered null and void. The negotiations were concluded November 20th. Everything was ready on the 15th, but the word "disaster" occurred in the treaty, and it is a law of China that that word cannot be presented to the emperor within five days of certain important events, among which is the birthday of a member of the royal family, which necessitated a delay of about two weeks. Before the conclusion of the treaty the commissioners were so much disheartened that they were on the point of giving up negotiations, and would have left Peking but for the fact that communications were interrupted by the severity of the weather, and pending their renewal the Chinese officials made the concessions desired. Mr. Swift denies the report that the Chinese met the commissioners half way in their propositions, and says that the points sought were only accomplished by persistent effort. He also denies the report that Minister Angell contemplates resigning his position.

Horrible Accident.

CLEVELAND, 10.—The *Herald's* Norwalk special says: A shocking accident happened at Havana, 10 miles from there. Mrs. C. G. Galley and Mrs. E. O. Ellis, wives of prominent men of that section, were riding in a sleigh. Approaching the Baltimore and Ohio Railroad, through a cut in the road, the bells drowned the noise of the approaching locomotive with a caboose. The cutter and locomotive reached the crossing at the same time. Mrs. Galley, seeing her peril stood up, and the sleigh was struck by the pilot in such a manner that she was thrown over the cab of the engine and fell into the arms of the fireman standing on the tender. Mrs. Ellis was thrown 40 feet. Both ladies were killed, though Mrs. Galley showed signs of life some minutes. The horse was also killed.

A Big Bubble.

NEW YORK, 10.—Evidence accumulates that the projectors of the Panama Canal scheme are blowing up an enormous bubble in Paris by means of newspaper puffing and grossly exaggerated accounts of the profits to accrue from shares. Some of these accounts are so gorgeously overcolored that it is strange they do not excite suspicion in the French mind, which is usually shrewd enough in money matters. The estimates of the amount of tolls is based on a tonnage rate which would tax California wheat 23 cents per bushel. It is safe to say no wheat will ever pay such a tribute to De Lessep's company.

Fatal Shooting.

CHARLESTON, S. C., 10.—A special to the *News* and *Courier* from Beaufort, gives the particulars of a fatal shooting which took place at Bull river, to-day, resulting in the death of one man and the serious wounding of two others. Wm. J. Sweeney, keeper of a sailor's boarding house in Charleston, undertook to furnish four sailors to the British barkentine *Sunbeam*, lying at Bull river, and delivered the sailors on board this morning. As Sweeney was shoving off from the ship three of the sailors jumped back into his boat when the captain of the vessel opened fire upon them, killing one of the sailors, and seriously wounding Sweeney and another sailor.

Correspondence.

Interesting from New Zealand.

AUCKLAND, New Zealand, Dec. 6, 1880.

Editor Deseret News:

I esteem it an honor to be a representative of the kingdom of God to a foreign nation, notwithstanding the many difficulties connected therewith, especially in a land so far off as New Zealand, where the counsel of the authorities of the Church seldom come. I realize that the experience gained by a missionary is more precious than gold, and will be of everlasting benefit to the faithful.

It is not as if there was nothing divine in this work (as is manifest in all the systems of men), every part of the organization shows beauty and life, and is stamped with the grandeur of heaven. This gives comfort in the midst of mobbings, imprisonment, false brethren and death, and lights up all eternity with undying glory. But, alas! how few, comparatively speaking, comprehend the fact that we have the gospel of Jesus Christ! During the last fifty years have the elders of Israel proclaimed the plan of salvation, and what has been the result? Much the same as the Prophet saw it would be—"one of a city, two of a family" have been gathered into the fold. And I often think if the Lord succeeds in getting in this dispensation one representative of every family to attend to the redeeming ordinances of his house, he will do pretty well.

In this country we behold the great folly of the people. They go to church to see and be seen, and allow others to think for them. And thus "respectability" with a strong hold is leading its thousands to eternal disappointment. It is a sad spectacle to behold indeed.

Of late some dreadful murders have been committed in these and the surrounding islands, and sin generally is on the increase. But still we have reason to be thankful. All the Saints are rejoicing in the truth, and enjoying several of the gifts of the spirit. The word of prophecy has been fulfilled to the letter, and remarkable cases of healing have taken place in the mission these last few months. Since I last wrote to you I have baptized five more in this city. Last Sunday I was at The Tuapes about 40 miles up the Gulf. I preached three times at the Odd Fellows' Hall to good meetings. On Monday night I gave a lecture on "Utah and the Mormons." Good order prevailed throughout all the services. Some were surprised at the noble principles advanced by the Latter-day Saints and promised to give it a fair investigation, and also said they would get a larger hall when I came again. I baptized one T. H. Locke, and ordained him to the office of an elder, and I feel confident he will do tion of between 4,000 and 5,000. At one time there were 18,000.

I did not see in the account of Pioneer Day when the gospel was first brought to New Zealand. Perhaps it is not known. I met a man at the Thames by the name of Jones, who told me that he took in Elder Wm. Cook at the city of Nelson some 15 years ago, when he came over from Australia. Whether he was the first elder to bring the gospel or not, I am not prepared to say. Charles Hardy, who helped to send Elder Cook from Australia, thinks he must have been the first here.

After I got away my last mail to Utah, I paid a visit to Dairy Flat, where Bro. Hardy lives. He took me into the "bush" where I saw some beautiful native scenery. I saw very large kauri trees, some 14 feet through, the largest I ever saw. There used to be many thousands of acres of these kauri trees in the Auckland province, but in times of war the Maoris burnt them. The Europeans dig gum from the land now, which pays to be shipped to England and America. One pleasing feature of visiting the "bush" to a hungry man is that he can have a good feed of "Nikau." It has a pleasant taste. You would almost fancy you were eating well grown celery.

Elders Sorenson and Jensen are in the Hawkes Bay province; they are having rather a rough time of it. We have just collected in this branch a little more than £3 for them, which I shall at once forward to them. All the branches report favorably, but greatly wishing the visit of an elder. As I have received no word of other missionaries, I intend leaving here in a few days for New Plymouth, which is on the east coast of the island. Elder Bailey will join Elder Sorenson, and Elder Jensen will travel with me. After we have gone through all the settlements, we will meet in Wellington, the empire city, and re-open the gospel there, or die in the attempt. Many have said we should not come there, but they are mistaken. We have seen too many rotten eggs to be afraid of them. From there we will go to the west coast of the South Island.

I have just received from President Budge, Liverpool, a receipt for £31 for books. I had begun to think the money lost, as there has been some 500 letters lost between here and England this year; but thank the Lord that anxiety is gone, and I have another box of books, which we began to need. At our last general meeting, all the authorities of the Church were sustained, as set forth in the DESERET NEWS. And we pray that the Father may bless them and spare their lives. I must just mention that the denouncements made (by the religious clown, De Witt Talmage) upon our people, reach most of the papers here.

I now conclude, praying the Almighty to bless you in your arduous labors, and all Israel.

I am, etc., yours in the everlasting gospel of peace,

GEORGE BATT.

LINDEN, Brown Co., Minn., Dec. 25, 1880.

Editor Deseret News:

I was called in the April Conference to go to Minnesota and have since then been working in the southern part of said State. Bro. Jensen, who came with me in the first place, was shortly after called to go to Iowa, and since then part of the time I traveled and preached alone, and part of the time with Brother Tenney, from New Mexico, till October 18, when Brother J. Jacobsen, from Moroni, came and we have since then traveled together and preached at every opportunity, in private and in schoolhouses.

I believe a good work will yet be accomplished in this State. I remember Brother Brigham Young said more than 20 years ago that God was gathering Israel from the northern parts of Europe to the northwestern States of America, and we find nearly one half of the whole population Scandinavian and Germans, and they hold, as a general rule, to their fathers' traditions, but a good many of them are hospitable, and will entertain us free of charge; hence we have not suffered any for food or lodging, for which we thank God, our Heavenly Father.

As a general thing people are very religious in their own way, but they do not think it is necessary to get revelation from God, and they hire preachers to tell such things as tickle the ear, and each of them stand up for their own denomination, which all leads to contention. Our meetings have been well attended. Last Sunday we had a meeting in Eagle Lock, and although the Methodist preacher refused to give out our meeting, we had an audience of about 150 hearers. Some of them seem to be very intelligent, and did not believe all the false reports about the Latter-day Saints, and some of them stopped for further explanations. Mr. Burgess, a lawyer, took us home and entertained us. One Mr. J. S. Englerth was there, he came through Salt Lake City with a company in 1852, and speaks highly of the Latter-day Saints. He has made us welcome at his house. The Lord has greatly blessed our humble efforts, so that a few have been baptized, and some have gathered with the Saints.

If any Elder is called to go to Minnesota on a mission, it would be good to have a half fare permit on the Sioux City and St. Paul railroad. When they come to Omaha, go to Council Bluffs, from there to Missouri Valley Junction, from there to Sioux City, from there to Madella, on the Sioux City and St. Paul railroad, and then inquire for Mr. Jens Hansen, Linden, Brown County, eight miles north of Madella, who is a Latter-day Saint. The full fare from Council Bluffs was about $10. It cost Brother J. Jacobsen about $30 more by geting on the wrong railroad.

Asking for the prayers of the faithful and ever praying for the spread of truth, I remain yours in the covenant of peace,

J. F. MORTENSEN.

LAND PATENTS.

U. S. LAND OFFICE, Salt Lake City, December 28, 1880.

The following patents have been received at this office and will be delivered upon surrender of the duplicate receipts endorsed:

HOMESTEADS.

No. 1207 John E. Bennion,
1213 Luther Tuttle,
1214 Richard Hall, Jr.,
1215 Charles Brown,
1244 Mary Bentley,
1263 John E. Rees,
1265 Jens Madsen,
1266 Carl C. N. Dorius,
1268 Wm. H. Kimball,
1270 Robt. T. Brown,
1271 Burton S. Kimball,
1272 Jacob Huffman,
1273 Catherine Stewart,
1274 Joseph Hendrey,
1275 Nephi Robertson,
1276 Jas. T. Workman.

Very respectfully,
H. McMASTER, Register.

MAY & GLADE

For the sale of BEEF, MUTTON, PORK and VEAL. Call on May & Glade, No 32 First South Street.

TROPIC FRUIT LAXATIVE

Prepared from tropical fruits and plants.

Is the Best and Most Agreeable Preparation in the World

For Constipation, Biliousness, Headache, Torpid Liver, Hemorrhoids, Indisposition, and all Disorders arising from an obstructed state of the system.

Ladies and children, and those who dislike taking pills and nauseous medicines, are especially pleased with its agreeable qualities.

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