A MAN

WHO IS THOROUGHLY ACQUAINTED 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, Bolivar, 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, 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 through the fertile prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. This feature, which is a 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 immense passenger business of this line warranting it), we are pleased to announce that this Company runs 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 I. 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 MENDOTA, with C., B. & Q.; P. D. & R.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with Milwaukee & Rock Island Short Line, and Rock Isl'd & Pac. Rds.

At DAVENPORT, with the Davenport Division C. R. I. & P.

At WEST LIBERTY, with the R., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. & F. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

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

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

At OTTUMWA, with Central Iowa R. R.; W. St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & W.; 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, LEAVENWORTH, ATCHISON, and KANSAS CITY. All Tickets via this Line, known as the "Great Rock Island Route," are said 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 Ticket and Pass'gr Agt. Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

STATIONS.	No. 1 Passenger.	No. 3 Mixed.
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, General Ticket Agent, Omaha.

C. H. CLARK, Gen'l Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A.M.		
Milford	8 00		
Black Rock	8 20	22	1 25
Neels	8 40	37	2 50
Delmont	9 15	49	3 50
Riverside	9 45	73	4 00
Leamington	10 00	93	5 00
Mills	11 20	113	5 75
ARRIVE AT			
Lund	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Lund	1 00		
Mills	1 40	8	50
Leamington	2 00	22	1 25
Riverside	4 15	43	2 25
Deseret	5 05	69	3 25
Neels	6 20	71	3 75
Black Rock	6 50	86	4 00
ARRIVE AT			
Milford	10 00	108	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.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood'sCross	7 25	4 05	50
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 25
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 25
Centreville	10 55	7 45	1 50
*Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arriving at Ogden at 11.30 a.m.; leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.00 p.m.; leaving Ogden at 8.30 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 22, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Mixed.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 35	8 05	50
Devanah	7 55	8 25	75
Lovendale	8 05	8 35	100
Dunlap	8 15	8 45	125
ARRIVE AT			
Sandy	7 40	8 10	50
LEAVE			
Sandy	7 50	8 20	
Draper	8 05	8 35	25
Lehi	8 15	8 45	50
American Fork	8 25	8 55	75
Pleasant Grove	8 35	9 05	100
	P. M.	P. M.	
Provo	3 00	3 30	1 50
Springville	3 20	3 50	1 75
Spanish Fork	3 30	4 00	2 00
Payson	3 50	4 20	2 25
Santaquin	4 00	4 30	2 50
Mona	4 15	4 45	2 75
Nephi	4 35	5 05	3 00
ARRIVE AT			
Juab	5 20	5 50	3 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Mixed.	Fare.
TRAINS LEAVE			
Juab	9 00	9 30	
Nephi	9 40	10 10	50
Mona	9 55	10 25	75
Santaquin	10 05	10 35	100
Payson	10 20	10 50	125
Spanish Fork	10 35	11 05	150
Springville	10 45	11 15	175
Provo	11 00	11 30	200
Pleasant Grove	11 20	11 50	225
American Fork	11 30	12 00	250
Lehi	11 40	12 10	275
Draper	11 50	12 20	300
ARRIVE AT			
Sandy	12 05	12 35	350
LEAVE			
Sandy	12 15	12 45	
Dunlap	12 25	1 05	25
Lovendale	12 35	1 15	50
Devanah	12 45	1 25	75
Morgan	12 55	1 35	100
ARRIVE AT			
Salt Lake	1 30	2 10	150

Nos. 1 and 2 will be run Daily.

Nos. 3 and 4 will be run 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.	FARE.
TRAINS LEAVE	A.M.		
Milford	8 00		
Black Rock	8 20	22	1 25
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Delmont	9 15	49	3 50
Riverside	9 45	73	4 00
Leamington	10 00	93	5 00
Mills	11 20	113	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	8	50
Leamington	2 00	22	1 25
Riverside	4 15	43	2 25
Deseret	5 05	69	3 25
Neels	6 20	71	3 75
Black Rock	6 50	86	4 00
ARRIVE AT			
Milford	10 00	108	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 RAILROAD

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 Brake 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 cuisine Dining Car. Reaches Pittsburg 3.35 a.m.; Harrisburg 11.45 a.m.; Philadelphia 3.05 p.m.; New York 6.40 p.m.; Boston 6.35 a.m.; Baltimore 4.30 p.m.; Washington 5.40 p.m. every day.

5.15 Atlantic Express. Daily. With Dressing Room and Hotel Car. Reaches Pittsburg 12.15 p.m.; Harrisburg 10.35 p.m.; Philadelphia 3.55 a.m.; New York 6.45 a.m.; special Philadelphia Sleeper (for this train) which remains in Philadelphia 7.10 a.m.; affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express. Except Saturday. With Dressing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 3.10 a.m.; Baltimore 4.40 a.m.; Washington 5.30 a.m.; Philadelphia 6.50 a.m.; New York 9.35 a.m.; Boston 9.00 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.

E. B. MYERS, General Passenger and Ticket Agent. CHICAGO.

FOR SALE.

UNIVERSITY LETTER PAPER AT Deseret Newspaper.

EMILE F. GRAPSON, Notary Public. HARRISON E. PAYNE, Late Commissioner of Patents.

PATENTS.

Practice patent law in all its branches in the United States and Territories, and Great Britain, France and Germany. Pamphlet sent free on receipt of stamp for postage.

CHICAGO & NORTH-WESTERN RAILWAY

—THE—

Chicago & North-Western

RAILWAY

is the Oldest! Best Constructed! Best Equipped! and hence the

LEADING RAILWAY

—OF THE—

WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS

—AND—

CHICAGO, MILWAUKEE

And all points East, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same Joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road.

It is the Only Road between

COUNCIL BLUFFS and CHICAGO

Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the Best Traveling Accommodations you will buy your Tickets by this route. TAKE AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2nd V. P. and Gen'l Mang'r, Chicago.

U. S. STANDARD SCALES!

Chicago Scale Co.,

Manufacture more than

300 DIFFERENT VARIETIES,

The Best Quality at Lowest Prices.

5-Ton Wagon Scales (Platform 6x12 $40. 2-Ton 7x12, $60. 4-Ton 8x16 $60.

All other sizes in proportion. All scales warranted.

Iron Levers, Steel Bearings, Brass Beams, Beam Box, and building directions with each Scale. Send for price list.

THE 'LITTLE DETECTIVE' FOR FAMILY OR OFFICE, $3

John W. Dyer, Agent, Salt Lake City.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at this office. One 500-lb. Platform Scale. Apply at the office. d95

Ayer's Cathartic Pills

For all the Purposes of a Family Physic,

CURING Costiveness, Jaundice, Dyspepsia, Indigestion, Dysentery, Foul Stomach and Breath, Headache, Erysipelas, Piles, Rheumatism, Eruptions and Skin Diseases, Biliousness, Liver Complaint, Dropsy, Tetter, Tumor and Salt Rheum, Worms, Gout, Neuralgia, as a Dinner Pill, and Purifying the Blood, are the most congenial purgative yet perfected. Their extensive and abundantly show how much they excel all other Pills. They are safe and pleasant to take, but powerful to cure. They purge out the foul humors of the blood; they stimulate the sluggish or disordered organs into action, and thus impart health and tone to the whole system. They cure not only the every day complaints of everybody, but formidable and dangerous diseases. Most skilful physicians, of the most eminent character, and our best citizens, send certificates of cures performed, and of great benefits derived from these Pills. They are the safest and best physic for children, because mild as well as effectual. Being sugar coated, they are easy to take, and being purely vegetable, they are entirely harmless.

PREPARED BY

DR. J. C. AYER & Co., LOWELL, MASS.,

Practical and Analytical Chemists.

SOLD BY ALL DRUGGISTS & DEALERS IN MEDICINE. d & w

Wei De Meyer's CATARRH

CURE. Unquestionably the most important medical discovery of the generation. A remedy which assimilates with the mucous membrane and forms not only a cold, but a constitutional cure at any stage. One package generally suffices. Delivered by Druggists or by Dr. B. Dewyer & Co., 40 Grand street, N. Y., $1.50 complete. Treatise and remarkable statements by the cured, mailed free. The afflicted can refer to:

Dr. W. H. Truesdell, Elgin, Ills.
Mrs. H. Harper, 760 Stock St., Denver, Col.
Sampson Collins, Baldwin's Hotel, San Francisco;
Miss Margey E. Barnes, 404 Clark St., Chicago;
Mrs. M. F. Smith, 806 Savannah St., St. Louis;
Mlle Annie, Opera Prima Donna;
Paul Boynton (the Swimmer), Flushing, L. I.;
Sam'l Bernstein, 607 Broadway, N. Y.;
Rev. D. H. Taylor, 149 Noble St., Brooklyn, N. Y.;
Dr. E. M. Clark, 8 Montgomery St., San Francisco;
Rev. Geo. E. Prime, St. Stephens Church, Phila.;
Rev. D. E. Jones, New Brighton, N. Y.; &c.

A real cure for Catarrh for $1! d6 sow 6m

B. Lathrop, S. H. Dickson. G. Romney, P. Abbondanzio.

LUMBER YARD —AND— PLANING MILL!

Reduction in Prices!

Utah Red and White Pine of all kinds, Eastern Flooring, Lumber, Clapboards and Wood, Utah, Bear River, White Cedar and Red Wood.

SHINGLES.

Red and White Cedar, Ceiling, Siding, Lath, Pickets, Flooring,

SASH, DOORS, BLINDS,

—AND—

Mouldings in Great Variety.

Frames of all Kinds Made to Order Very Cheap!

WINDOW GLASS.

Using large quantities, cash and delivered in Salt Lake City, we can compete in car load lots with any Eastern or Home Manufacturers.

WOOD TURNING OF ALL KINDS.

LATIMER, TAYLOR & CO.

Cor. Main and 2nd South Sts.

EVENING NEWS.

Tuesday, - June 28, 1881.

Correspondence.

NIXON, Hardin County, Tenn., June 16th, 1881.

Editor Deseret News:

Brother Bateman and I left Weakley County, Tenn., about the middle of April for Shady Grove conference, called for the 30th of April, taking "cross tie" fare a portion of the distance, and over hills and hollows and undulating portions of Benton and Perry Counties, to our journey's end, approximating 170 miles in this journey.

We were well paid by meeting together, exchanging ideas and receiving the excellent counsel of Prest. John Morgan, who was in attendance on that occasion, and the kind treatment and hospitable reception of our Elders by the Saints in that county will long be remembered.

Was sent in company with Elder George Bartholomew to fill an appointment in Alabama, making something over 100 miles in five days, and filled the appointment and held several meetings besides in that State.

On the arrival of Brothers Hunsaker and Thatcher, my comrade and I have pushed westward into Hardin County, a new field, and held some eight or ten meetings, with tolerable success. One or two ministers have seen fit to "advertise us" through the medium of the pulpit, and on one occasion we took the middle of the road for a rostrum, under the spreading limbs of "God's first temples."

On "Decoration Day" we visited "the Pittsburg Landing," or the Shiloh cemetery, to witness the decoration of graves of soldiers killed in an action of the late civil war which took place on the 6th and 7th of April, 1862. Passed over a portion of the Shiloh battle ground, and near to the tree where the brave General Albert Sydney Johnson breathed his last, dying from the effects of a wound, and passed from life unto death on the evening of the 6th of April, which caused a lull in the action.

Reached the cemetery at 10 a.m., and after refreshing ourselves from the pump, we entered with solemn thoughts and uncovered heads while the beautiful lines of "Gray's Elegy in a Country Churchyard" well up to our lips:

"The boast of heraldry and the pomp of power,
And all that beauty, all that wealth ere gave;
Await alike the inevitable hour.
The paths of glory lead but to the grave."

On our right, set in a large rock, stands a huge cannon, with the following inscription, "U. S. National Cemetery, established 1866. Unknown, 2361; Known 1229. Total interments 3590." This tells the tale of the severity of the fight. Marble headstones with name state and company inscribed indicate those known, while numbered blocks show the place of those unknown.

We wandered through the grounds, which are beautifully located on a bluff overlooking and gently sloping towards the Tennessee river. Balloon-shaped trees and shrubs are dotted here and there, and the grounds covered with lawn grass. The annual cost for keeping it up is $1,400, which is paid by the government.

General Smith, of Memphis, a participant in the battle, was the orator of the day, and gave some very interesting data in regard to the engagement on that memorable occasion. Number of Union troops in the first day's action 32,000, Confederates 40,000; Federal reinforcements on the evening of the 6th, under Gen. Buell, 40,000; on the morning of the 7th the Southern army began a slow retreat towards Corinth, leaving about 2,000 of their number slain.

Numbers of these were buried promiscuously, and in a ravine where the engagement became general, they were buried in heaps, about two miles west of the cemetery where many of their bones lie bleaching in the hot rays of a southern sun.

One cannot but remark, why this difference? Are they not all "sons of Columbia" who fought nobly, if they were in error? I leave this as food for reflection. Owing to the noise, shouting, singing, laughing and talking, we heard but little of what was said, and we looked in vain for the decoration of the graves and we left feeling a lack of the Spirit of God, and of union or love, and realizing that if ever there was a time when the Gospel was needed, just now is that time.

We are doing our utmost, with a full reliance on our heavenly Father, "to cast the bread of Truth upon the waters, hoping they will return after many days heavily laden with precious fruit, and though we are perplexed yet not in despair, persecuted but not forsaken, cast down but not destroyed," we feel that God has been with us.

If our good people at home could only realize how much good our Utah papers and pamphlets are as assistants in our fields of labor, we feel satisfied that we would receive a roll from some of them now and then.

Yours in the Gospel,
R. C. CAMP,
GEO. BARTHOLOMEW.

END OF TRACK, D. & R. G. R. R., June 16, 1881.

Editor Deseret News:

Permit me to give your readers a short sketch of matters and things here. The scope of country over which we are now passing is a dry, desert-looking region. Water has to be brought in the tanks on the cars for man and beast, as there is no water from where we left the Piedras, near its junction with the San Juan, till we reach the Los Pinos, a distance of some 12 or 15 miles. I suppose we are now perhaps two-thirds of the distance through this dry, arid distance; between the two streams mentioned above. Where the grade is good and ties are promptly furnished, we move up at the rate of perhaps a mile and a half per day. It seems to be quite a task to keep the hands a full supply of ties, as they all have to be shipped from some distance above. Take the hands as a whole, I do not think I ever saw a set work as well, and with such willingness. One cause is doubtless the clever deportment of the "boss" under whom we work. Brother Hendricks has been with us for several days, than whom a more genial, clever gentleman does not live. If I may be permitted to judge from the short time he has been with us. We have here at work men of different nationalities, American, Mexican, Scotch, Irish, Danish, French, Welsh, &c. The train has come, so I must close. More anon. H. P. DODSON.

MANTI CITY, Sanpete County, Utah, June 26th, 1881.

Editor Deseret News:

Early in spring our farmers commenced and finished their seeding, immediately after, we were helped with rains, and very often, so that all the seed of good quality came up immediately. But the grasshoppers came up also, our brethren hailed out their chickens into the fields. Many men went after dark and plowed up the mellow land, so that by one way and another the husbandman has won the battle, and we never had a better prospect for crops than at present.

Our orchards are laden with fruit: apples, plums, peaches and apricots, the latter we have not been able to raise for several years because of frost, but this year we have had no frosts following our rains, which is something altogether new for Manti. The Lord having, in his mercy, tended to the grain by means of genial showers, much labor has been put upon our individual homes, and while laboring at them, our public improvements have not been neglected.

The New Tabernacle, under the supervision of President Malben, is rapidly reaching completion. Bro. Thos. Hoggan, of our city, is superintending the carpenter work, and Bro. John Grier the plastering. The people have been liberal in their donations for the erection of this house, and in fact it has become a necessity, for the one we now occupy will not hold one-third of the Manitnians, and when we get it completed it will be second to no place of worship south of Salt Lake City.

The Temple here, under the direction of Supt. W. H. Folsom, is making rapid progress, and is beginning to assume the proportions of a city set upon a hill which cannot be hid, at least in Sanpete, and we expect ere long that its effects will be felt on earth and in heaven.

We have four families getting ready to start for Colorado; they belong to the family of Andrew Poulson, who was called to that country at the Sanpete Stake Conference one year ago last May. He has sent them flattering reports of the country, and they are going to join him. The general health of the people is good, and while trouble, turmoil and death is stalking abroad on the face of the earth, and men's hearts who occupy high places among the nations are failing them for fear, we are living at peace, and have none to make us afraid.

Respectfully, etc.,
J. C. BROWN.

PREVENT FIRES!!!

IN VIEW OF THE NEAR APPROACH of the "Fourth of July," and the probable discharge of firecrackers and other fireworks in the thickly populated parts of the city, thereby exposing property to destruction by fire, the attention of the inhabitants is called to the following extract from an ordinance of Salt Lake City.

"FOR THE PREVENTION OF FIRES."

Sec. 2.—No person shall be allowed within the limits of the city to discharge or set off any rocket, squib, cracker or other fireworks without the consent of the Mayor, specifying the time when and the place where the same may be done.

Let all persons take due notice and govern themselves accordingly.

ANDREW BURT, City Marshal.

Marshal's Office, Salt Lake City, June 23d, 1881. d t d

TARRANT'S SELTZER APERIENT

An Overdose of Dinner often deranges the system, brings on flatulence and wind colic, and subjects the patient to great bodily suffering. A single dose of

Tarrant's Seltzer Aperient,

will correct the acidity, relieve the pain, carry off the offending cause, and save sometimes a long spell of illness. Its effects are gentle and thorough, and its general use would prevent much suffering.

SOLD BY ALL DRUGGISTS. d & w

FRENCH DYEING STORE.

LOUIS VIALETTE,

No. 47 First South Street.

Gloves cleaned and every kind of Dyeing business promptly done to order. d162 1m

FOURTH OF JULY —IN— SAN FRANCISCO! —AN— EXCURSION

Party will start from Ogden on JUNE 30th, going direct through, any one returning at leisure, with stop over privileges on return, within limit of Ticket time. JULY 31st.

A limited number of Tickets will be sold at $55.00 EACH FOR ROUND TRIP.

You can get Certificates of Deposit for Tickets from R. H. Schettler, Zion's Savings Bank, Salt Lake City. Apply at once.

O. H. RIGGS, JOHN W. SNELL, Managers.

d s w & w t d

WE USE NONE BUT THE BEST FAMILY SOAP MAKES

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NOTICE.

In the Probate Court in and for Salt Lake County, Territory of Utah.

IN THE MATTER OF THE ESTATE OF HENRY EMERY, DECEASED.

PURSUANT TO AN ORDER OF SAID Court in said matter, notice is hereby given that Saturday, the 2d day of July, A. D. 1881, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed by said Court the time and place for the hearing of a petition of Elizabeth B. Emery and George Emery, praying that a certain document therewith filed, purporting to be the last will and testament of the said deceased be admitted to Probate, and that letters testamentary may issue to petitioners, or some other suitable person all persons interested may appear and oppose the Probate of said will.

D. BOCKHOLT, Clerk Probate Court, Salt Lake Co., U.T. S. L. City, June 25, 1881. d193

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Which is known to be far Superior to Anything yet Discovered for

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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 for the destruction of the Insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants

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AS AN ANTI-BILIOUS MEDICINE are incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the