MAP

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 immense passenger business 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 & Pec. 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. in Neb.)

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	5.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Ry. 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 January 20th, 1881.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	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 20	7 00	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
*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 3.05 p.m., arriving in Ogden at 8 30 p.m., leaving Ogden at 4.50 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 FREIGHT.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 23	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 58	11 35	1 80
Pleasant Grove	9 08	11 60	1 95
		P. M.	
Provo	9 37	12 45	2 20
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 60
Santaquin	10 50	2 40	4 00
Mona	11 20	3 40	4 35
Nephi	11 50	4 30	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 30	
Nephi	1 40	8 00	75
Mona	2 04	8 45	1 25
Santaquin	2 40	9 00	1 75
Payson	3 02	9 35	2 00
Spanish Fork	3 25	10 15	2 50
		P. M.	
Springville	3 45	10 30	2 75
Provo	4 00	10 45	3 00
Pleasant Grove	4 24	11 05	3 35
American Fork	4 34	11 20	3 50
Lehi	4 49	11 35	3 65
Draper	5 05	11 50	4 00
ARRIVE AT			
Sandy	5 20	12 00	4 00
LEAVE			
Sandy		4 05	
Junction	5 44	4 25	4 75
Lovendahls	5 48	4 35	5 00
Germania	5 51	4 45	5 00
Morgan	5 56	4 55	5 00
ARRIVE AT			
Salt Lake	6 20	5 20	5 50

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

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
Nevin	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	26	1 25
Riverside	4 15	43	2 25
Deseret	5 05	53	2 75
Nevin	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 sunbeds Sleeping Car.

Reaches Pittsburg 2.20 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 8.30 p.m.; Washington 9.00 p.m. next day.

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.; Boston 6.15 a.m.; Baltimore 8.20 p.m.; Washington 9.00 p.m. next day.

9.10 p.m. Night Express Except Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 5.10 a.m.; Baltimore 7.45 a.m.; Washington 8.55 a.m.; Philadelphia 8.00 a.m.; New York 10.55 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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. E. 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 "
" Bevers,	at 8.25 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.30 p.m.
" Bevers	at 3.20 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "
ON SUNDAYS.	
Leaves Bingham	at 4.30 p.m.
" Bevers	at 5.20 "
" Jordan	at 5.55 "

ROYAL BAKING POWDER

Absolutely Pure.

Made from Grape Cream Tartar.—No other preparation makes such light, flaky hot breads, or luxurious pastry. Can be eaten by Dyspeptics without fear of the ills resulting from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York. d208 1y

WANTED.

A GOOD GIRL TO DO HOUSE WORK. Must understand Plain Cooking. Apply at this Office. d54

STAKE AND WARD

REPORTS.

We are now prepared to furnish President of Stakes with the necessary Blank Forms for their Reports.

STAKE REPORTS, 5 cts. per copy.
WARD " 35 cts. per doz.

Mailed on receipt of price.

Address—

DESERET NEWS OFFICE - SALT LAKE CITY.

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. dcod & ow & w

ARRIVALS AND DEPARTURES OF MAILS.

ARRIVALS.

East—Through mail daily	8.40 p.m.
Alta, daily	5 30 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	1 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 . .
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 30 p.m.
Bingham Canyon, daily	6 30 p.m.
South—From Beaver and intermediate points, daily	6 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 2.30 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	6 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 a.m.
St. George and points south of Beaver, 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.

OFFICE HOURS.

General Delivery open from 6 a.m. to 6

EVENING NEWS.

Wednesday, - - Feb. 9, 1881.

BRIEF TELEGRAMS.

Ex-Congressman Hay, of New York, is dead.

The Whittaker court martial is still in progress.

Basuto chiefs are reported inclined to sue for peace.

The recent storm in Nebraska has caused heavy loss of cattle.

Boers attacked Lydenburg and Rustenburg, but were repulsed.

Seventeen persons perished in a Whefield, England, colliery explosion.

Some Home Rule Members of Parliament will visit Davitt in prison soon.

One thousand millers at Runabon, Wales, have struck for advance of wages.

Nearly double the number of deaths are reported last week in New York.

Fall River spinners and weavers demand an increase of wages or strike.

Another murder caused by land troubles, is reported from Derry Lee, Ireland.

The Boers recently made another attack on the British, but were repulsed.

Five hundred cigar makers at Louisville have struck for an advance.

Chief Joseph, head of the Oka Indian tribe, Canada, died suddenly yesterday.

The heaviest gale for years prevails at Pensacola. Much damage to shipping.

They say now that Vice-President Wheeler is to be Sherman's successor in the Treasury.

The Atlantic and Pacific and Texas and Pacific railroads are vigorously pushing forward.

The Servian Congress has unanimously agreed to close all monasteries in its country.

Expenditures on the Brooklyn bridge since the commencement are over $12,000,000.

Davitt will not be subject to the ordinary prison labor but must wear the convict's dress.

The ship *Brewer* is wrecked at the Shetland Islands and 13 of the crew drowned. Seven were saved.

Carver, at Hendon, England, killed 66 pigeons and Scott 62, the match being for £200 a side.

A fire yesterday nearly swept out of existence the town of Walnut, Iowa, on the Rock Island road.

The ice is so heavy at Long Branch that people walk out to sea 200 yards. The ocean pier is badly damaged.

The St. Louis *Times* sold at auction to-day for $24,000, to Frank J. Bowman, attorney for the bondholders.

The steamer *Braunchine*, from Galveston, ran down a German fishing smack, and its crew were lost.

A train on the New York Central road this afternoon was wrecked near Niagara. Two passengers were hurt.

No action by the Senate judiciary committee on the nominations of Matthews and Forster as U. S. attorney.

Bishop N. Thibault was hanged at Annapolis this morning for the murder of Charlotte Hill, at Lake View, last September.

The House appropriation committee has refused to grant the money asked by the State Department for consular reports.

Brennan and Walsh, Irish traversers, start out to organize and collect funds; Brennan to this country, Walsh to Australia.

R. Hoe & Co., of New York, have sued C. Potter, Jr, for an infringement of their patent in the construction of presses.

Richard M. Bradford, secretary of the British bank of North Africa, was instantly killed, a gale having unroofed his house.

At Omro, Wis., this morning a fire destroyed half the business part of town including ten stores. Loss not less than $200,000.

One hundred and forty-eight deaths from small-pox were reported to-day in New York—nearly double the average number.

The Chicago Board of Trade, today, by a vote of 794 to 73 agreed to increase the membership initiation fee from $1,000 to $2,500.

Although terrorism is undiminished in the west and South of Ireland, there is a decided improvement in other parts of the country.

The government is prepared to defeat the Fenian schemes and many tenants are now paying rents, although heretofore refusing.

Most of the breaks in the New Orleans levess have been closed, but the water is still rising and is within four squares of Clapboard street.

Twelve men were imprisoned and probably perished by a colliery explosion in Whitfield near Chall, Staffordshire. The pit is burning yet.

The Spanish ministry has resigned because the King will not sign the bill for the conversion of redeemable loans into different interest-bearing bonds.

A. Collins, of Boston, President of the American branches of the Irish Land League, appeals to the American people and Irish in America for practical aid.

The loss by fire in Indianapolis, Feb. 8, of O. J. Ferguson & Co's pork packing establishment, is estimated at $500,000. Two hundred hands are out of employment.

The Treasury Department directs the transfer of about four million of gold from the New York assay office to the Philadelphia mill for coinage into eagles and half eagles.

The storm at New Orleans yesterday was the heaviest recorded. Several breaks in the levee are reported. Treme market and that part of the city is now flooded.

The Spanish chamber of deputies rejected 104 to 44 the motion to censure government for prohibiting banquets on the anniversary of the proclamation of the republic in '73.

A Crookhaven dispatch says: A sailing vessel or steamer was wrecked in Durlough Bay last night. The crew was lost. Cotton and bacon are floating in the heavy sea.

An effort was made, but voted down by a large majority, to drop all the candidates now before the Pennsylvania Assembly and name new men. The vote to-day showed no change.

An ill-natured Washington correspondent alleges that Prest. Hayes has violated law by demanding and obtaining his salary in advance, and that it is a very grave matter in the eyes of the law.

The heavy storm on Sunday caused several washouts on the

Miss Sarah Hiley, aged 12 years, was burned to death at Owensville, Ky., her clothing catching fire. Three other fatalities are reported, a rolling log, heart disease and a powder explosion being the agents of death.

The Home Rulers decided to carry the agitation against coercion into the great towns of England and Scotland. Sixty members of Parliament signed the memorial asking that Davitt be treated only as a misdement.

Benningsen, national liberal leader of the Prussian Diet, challenged Von Ludwig, independent to fight a duel in consequence of the latter having charged him with a breach of his oath to the King of Hanover.

Jay Gould this morning changed his office to the Western Union, Vanderbilt remains a director. Gen. Eckert becomes general manager this morning. The American Union stockholders this morning ratified the consolidation.

Information is received that the Gasconade and Osage Rivers and the southern tributaries of the Missouri are pouring out great quantities of water and rising rapidly and steamboat men look for a break up at St. Louis about Wednesday.

At the opening of the criminal court at Wilmington, Del., to-day, Chief Justice Comegys called the grand jury's attention to the recent address of Col. Ingersoll in the city, it was blasphemous and worthy the attention of the jury.

A report from Pretoria says: On January 10th the troops captured the Boer leader. The loss of the Boers was heavy, also the British, in consequence of the treachery of the Boers, who, after hoisting a white flag, fired on the British.

At the annual meeting of the European American Exchange at New York, Jos. R. Hawley was re-elected president and Henry F. Gillig manager; 1,100 banks and bankers, over three hotels and all the leading railways act in co-operation with the American Exchange.

There remain unvested, by reason of the non-construction of railroads, for which the grants were made, the following lands: Northern Pacific, 27,500,000 acres; California and Oregon, 1,781,632; Atlantic and Pacific, 15,868,150; Southern Pacific, 4,757,824; Texas Pacific, 12,000,000.

The exultation of the promoters of Eades' bill, at its alleged favorable report from the inter-oceanic canal committee could hardly be greater had the bill already become law. The probability is that Eades desires to only use this fact as a lever for raising money. The bill cannot possibly pass the House.

The water along the line of the Mobile Railroad is much higher today, with indication of the entire roadbed, from Michaux to Lookout station, being submerged. Several theatrical companies are detained by the break on the Mobile road, among them J. K. Emmett's Company, Lotta, and Oliver Doud Byron.

Washburne's (Minnesota) bill in the House for the entry and sale of public lands for right of way to railroad companies provides that any railroad corporation locating a line of road through the public lands may obtain the right by making entry of the lands at the land office and paying the cash government price.

At Las Animas, Sunday night, Jas. Butcher and O. S. Polk quarrelled. The latter drew a revolver, and the former advancing was shot. Polk then threatened to shoot the first that attempted to lay hands on him. One Herring, badly frightened, started for the door, and was shot through the neck. Both men will probably die. Polk gave himself up.

THE COLORADO SETTLEMENTS.

MANASSA, Col., Jan. 31st, 1881.

Editor Deseret News:

I will, by your permission, give a few more jottings from this place. A good spirit generally prevails here among our people, and such are trying to cultivate a cheerful disposition: Live and help to live, as Apostle Snow advised us to do. It is true there are a great many drawbacks here as yet, to us whose means are expended. A number of our young men have been waiting all through the month of January to get a job of work on the railroad, but as yet the way seems not to have been opened for them to go to work. We must live, and to live we must eat; and just how that is be procured till we can raise a crop and get fitted up for living, does not so readily appear to some at least. But if the proper economy is used, and we are faithful to our vows and covenants, this valley will be made to "blossom as the rose." It is true, we who came from the Southern States would prefer a warmer climate, one in which we can raise cotton, and some of the tropical fruits. But it has been remarked here more than once, that "Mormons must settle where nobody else will live." This seems to be true, in a great measure; but after they open up a settlement, and ask God our Father in heaven to bless and temper the surrounding elements, which he is sure to do, if asked for in the proper spirit, then others find out they can also live there; which, but for "Mormon" industry, co-operation, economy, and the blessings of God, they would not have found out in an age. A more peaceable, quiet, orderly and law-abiding community cannot be found on this green earth than the most of the people here in Manassa are; and if they are fostered and encouraged by the State authorities, they will prove a greater blessing to the State than any community or settlement in it. There is no reason why they should be everywhere spoken against and persecuted, but that it is in fulfilment of prophecy. It is true there are some in our midst—I suppose they are in all communities—who are not what they should be; and the verdict of the outside world is made up for the whole "Mormon" community, in accordance with the conduct of the worst characters in it.

The register of the thermometer for the month of January has been as follows:

	MORN.	NOON.
1st	0— 2 deg.	0x28 deg.
2	0x 20 "	0x31 "
4	0— 8 "	0x32 "
6	0x 8 "	0x24 "
8	0—24 "	0x21 "
9	0—25 "	——*
10	0—18 "	——*
11	0— 8 "	——*
12	0— 1 "	——*
13	0x 32 "	0x44 "
14	0x 30 "	0x52 "
15	0x 32 "	——*
16	0x 30 "	——*
17	0x 18 "	——*
18	0x 4 "	——*
19	0— 0 "	——*
20	0— 1 "	——*
21	0— 8 "	——*
22	0—18 "	0x13 "
23	——*	——*
24	0— 2 "	——*
25	0— 4 "	——*
26	0— 7 "	——*
27	0— 6 "	——*
28	0— 0 "	——*
29	0x 26 "	0x52 "
30	0x 20 "	——*

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Italy, *via* North German Union, direct	5 cts.	2 cts.
Japan, American packet, *via* San Francisco	10 cts.	2 cts.
Mexico	10 cts.	2 cts.
New Zealand, *via* Southampton	12 cts.	2 cts.
Norway, *via* North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts.
Portugal, *via* England	5 cts.	2 cts.
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Sweden, *via* North German Union direct	*5 cts.	2 cts
Sweden, closed mail via England	*5 cts.	2 cts
Switzerland, direct closed mail *via* England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts.
West Indies (British and Danish) American packet from New York	5 cts.	2 cts.
(British), British mail via St. Thomas	12 cts.	4 cts
(Not British)	5 cts.	2 cts

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