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, Independent, 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 & 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 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'gr 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	8.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, 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	7 00	3 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 53	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 11.30 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 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 22	8 10	50
Lovendahls	7 28	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 30	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 20	2 75
Spanish Fork	10 08	1 55	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	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	[illegible]	[illegible]	75
Mona	[illegible]	[illegible]	1 15
Santaquin	[illegible]	10 50	1 75
Payson	[illegible]	11 10	2 00
Spanish Fork	3 10	11 50	2 50
		P. M.	
Springville	3 26	12 20	2 75
Provo	3 40	12 45	3 00
Pleasant Grove	4 [illegible]	1 40	3 55
American Fork	4 [illegible]	1 55	3 70
Lehi	4 [illegible]	[illegible]	3 85
Draper	5 [illegible]	[illegible]	4 50
ARRIVE AT			
Sandy	5 40	3 60	4 65
LEAVE			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	[illegible]	5 10	4 90
Germania	[illegible]	5 30	5 00
Morgan	[illegible]	5 [illegible]	5 00
ARRIVE AT			
Salt Lake	6 [illegible]	6 00	5 50

Nos. 1 and 3 will be run Daily.
Nos. 2 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	96	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	25	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 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.; 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 3.40 a.m.; Baltimore 7.45 a.m.; Washington 9.00 a.m.; Philadelphia 8.00 a.m.; New York 10.35 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. 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 "
" Revere,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.50 p.m.
" Revere	at 3.20 "
" Jordan	at 3.55 "
Arrives at Junction	[illegible]

ON SUNDAYS:

Leaves Bingham	at 4.20 p.m.
" Revere	[illegible]
" Jordan	[illegible]
Arrives at Junction	[illegible]

J. G. KENNEDY, Manager.
S. T. BARNES, [illegible]

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

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. dawd & sw & w

SCOVILL'S BLOOD AND LIVER SYRUP,

a peerless remedy for Scrofula, White Swellings, Cancer, Erysipelas, Gout, Billious Complaints, and all diseases indicating an Impure Condition of the Blood, Liver, Stomach, Kidneys, Bowels, Skin, etc. This Grand Remedy is a Compound of vegetable extracts, the chief of which are SARSAPARILLA and STILLINGIA. The cures effected by SCOVILL'S BLOOD AND LIVER SYRUP are absolute, and their record is undisfigured by failure. For sale by all Druggists.

KELLINGER'S INFALLIBLE LINIMENT

has been for over 20 years a soverign remedy for all Nervous Diseases, Rheumatic Pain, Scrofulous Swellings, Sprains, Bruises, Cramps, Billious Colic, etc.

As a Hair Tonic and Restorative it never fails.

DURNO'S CATARRH SNUFF

cures all forms of Catarrh, Cold in the Head, Headaches, and prevents Bronchitis, Quinsy, and Sore Throat, strengthening the glands and removing all obstructions.

Mott's Liver Pills.

THE GREAT VEGETABLE CATHARTIC REGULATOR.

DR. ROGERS' Vegetable WORM SYRUP

instantly destroys WORMS, and removes the Secretions which cause them.

For Sale by all Druggists.

JOHN F. HENRY & CO., SOLE PROPRIETORS.
24 College Place, New York.
d s w & w (3)

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.

Thethird 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 Bock. 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	[illegible]	[illegible]	[illegible]	[illegible]
1 Quire	[illegible]	[illegible]	[illegible]	[illegible]
2 "	[illegible]	[illegible]	[illegible]	[illegible]
3 "	[illegible]	[illegible]	[illegible]	[illegible]
4 "	[illegible]	[illegible]	[illegible]	[illegible]

EVENING NEWS.

Tuesday, - - Jan. 18, 1881.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

More Morey.

CHICAGO, 16.—The *Times'* New York special contains the following: The *Truth* of this morning says: A few days before the receipt of the forged Morey letter by *Truth*, B. G. Jayne learned of a conversation between two men in the Astor House, to the effect that the letter would soon appear. Upon investigation Jayne discovered one of these men was Col. Hadley, and at a later date learned that the other was Stillson Hutchins, editor of the Washington *Post*. Jayne, when the letter was published, immediately informed Marshal Jewett that Hadley had either forged, or he was connected with the forgery; but Thomas E. Langdan, a friend of Hadley and Hutchins, had forestalled him and convinced Jewett that Jayne was wrong, and the forgery was the work of Kenward Philps. Hadley was the central figure in the Morey letter conspiracy. He was the channel of communication between the forgers and the democratic national committee. He procured perjured evidence to sustain the forgery. He is the man who can tell the whole story. He can tell what Barnum knew of it when he pretended to believe it genuine, and he can tell which of the members of the committee to whom Mr. Hart showed the letter for verification were dupes, and which were knaves. He can tell who instructed him to work up the perjury; he can tell what occurred with Price in Maryland, and who originated the Lindsay letter, which the Washington *Post* sent to *Truth*; he can tell who composed the Morey letter, who wrote, where it was first sent, who sent it to *Truth*, and what the democratic committee paid for the job. Let Hadley speak out fully and truly, being assured that unimpeachable evidence to corroborate the material parts of his story, if true, and contradict them if false, is collected and ready to be produced in court.

Government Telegraph.

A project is contemplated to introduce a bill to provide for the control of telegraph by the government and to fix an equitable rate. The recent consolidation has given an impetus to this movement. Persons acquainted with telegraphy say $18,000,000 will suffice for the government to build new lines which would cover as large a territory as now occupied by existing lines and that the reduced cost of materials would enable the government to do this at a small sum compared with the valuations of the watered stock of the Telegraph Company. The government moreover would not be compelled to purchase the right of way, as it may declare any road in the country a post road upon which it could erect lines.

Sitting Bull.

A Fort Assineboine dispatch says: Four companies of the Eighteenth Infantry and two of the Second Cavalry, left on Friday, to move down Milk River to the vicinity of Sitting Bull's camp. Probably a co-operative movement will be made by Major Ilges from Poplar Creek. Unless Sitting Bull surrenders, stirring news may be expected.

Scout Allison is in constant communication with the camp of Sitting Bull, two days' march from Wolf Point agency, Montana. Sitting Bull wants two months in which to commence his march south. Allison gives him to next Tuesday to begin moving camp. On his failure Ilges will move at once on his village.

Big Explosion.

NEW YORK, 15.—A large boiler in the store of McReery & Co., Broadway and Eleventh Street, exploded this evening. The buildings in the immediate vicinity were shaken as by an earthquake. The boiler was located in the vault, at the extreme end of the building, on Eleventh Street, beneath the sidewalk, over 200 feet from Broadway. The explosion tore a hole in the sidewalk 20 feet in length. The concussion shattered into fragments a large plate glass window on Broadway and Eleventh Street. The immense stones forming the sidewalk over the boiler were broken, and some of the pieces, weighing 40 or 50 pounds, were hurled a distance of 200 feet down Eleventh Stget. An iron girder, on which those stones rested, was thrown across the street. A portion of the cast iron cover of the "manhole" was thrown across the street, through the parlor windows of G. R. Reed, on Eleventh Street, and went crashing into a partition at the end of the rooms. Pieces of bricks and stones were thrown high in the air, and some of them fell through the skylights in the roofs of houses on the opposite side of the street. Loss $10,000.

Emma Mine Again.

The Emma Mine litigations and controversies between the English stockholders of the Emma Company and Baron Grant, of England, and Trenor W. Park, of this city, and H. H. Baxter, of Vermont, have all been amicably adjusted. The latter parties pay in cash or cash option on shares to English stockholders 50,000 out of 70,000 shares of a new Emma company to be formed to work the mine. As the shares are now selling in London for £4 per share, this makes about $2,000,000 more. Park gets 11,000 of the new shares, covering the original cost to him of the mine. The American parties guaranteed the mine to be a true fissure vein and say it is doing well. An agent of the English parties, and General Burnett, of the law firm of Bristow, Peet, Burnett & Opdyke, have started to Utah to examine the titles and the transfer of the property.

Brannan's Claim.

Private advices from the City of Mexico, January 12th, state that General Manuel Castro, of California, who commanded native California[n]s in the battle against American settlers in California in 1846 is here with Samuel Brannan, negotiating for lands in Sonora for a colony. Brannan's claims on government were allowed, and he is waiting for land concessions which have been promised. The rumor that the latter had been refused is stated to be unfounded.

Mackay's Paris Banquet.

PHILADELPHIA, 17.—The *Telegraph's* correspondent describes the dinner which followed the soiree musicale given by J. W. Mackay and wife, a few days since, as incomparably superb in all respects. The magnificence of the table appointment, elegance of the ladies' toilets and profuse display of choice flowers, could not have been surpassed. The bills of fare were printed in gold on wide ribbon of heavy corded silk, fringed at both ends, and with the guest's name on the reverse side, entwined with a spray of flowers very beautifully painted by hand. Twenty-eight persons sat down to dinner, and above three times that number were invited for the evening. The programme of entertainment comprised the names of the leading artists of the Comedie Francaise.

Attempted Suicide.

CLEVELAND, 17.—Frank Sim[...] awaiting sentence for burglary, made an ineffectual attempt to hang himself in his cell, and wrote a very badly spelled and ungrammatical letter, saying he was tired of living in jails and penitentiaries, which had been his home since 8 years of age. He was subsequently sent up for four years. He complained that burglary was necessary to procure something to live on, as he had just been discharged penniless from the penitentiary.

Sherman Visits Garfield.

Secretary Sherman returned here from Mentor late this afternoon. When asked concerning the significance of his visit there, he simply answered that being in Ohio, he called upon General Garfield, and they talked over matters which came up. He said that if he had anything to say about the conference which would interest the public he would frankly tell it to the representative of the Associated Press, but he had nothing to say. He said that he was going home to Mansfield to-morrow, and would remain in Ohio till the latter part of the week and then return to Washington.

Fine Stock Burned to Death.

LANCASTER, Pa., 15.—The great stock stable of Elizabeth Farms, belonging to G. Dawson Coleman, of Lebanon, and situated in the north-eastern section of Lancaster County, was destroyed by an incendiary fire. The famous registered herd of Jersey cattle, many of them imported, 52 in number, were chained in their stalls, and when the fire was first seen, it had attained such headway that not one of them could be saved. Thoroughbred dogs, goats and game chickens were also burned. Many of the cattle were highly valued, some of the bulls costing $3,000. Loss, $30,000.

A RESOLUTION

RELATING TO THE SALT LAKE POWER, LIGHT AND HEATING COMPANY.

Section 1. *Be it resolved by the City Council of Salt Lake City:* That the Salt Lake Power, Light and Heating Company, a corporation incorporated under the laws of the Territory of Utah, its successors and assigns, be, and hereby are, vested with the right and privilege of using the streets, lanes and alleys of said city for the purpose of conveying electrical currents by means of wires, to be used for lighting and also conveying steam by means of pipes, to be used for heating, and propelling machinery and for other purposes, to the inhabitants, property owners and users in said city, for the term of twenty-five years.

Sec. 2. That said company, its successors and assigns, during said term, be, and hereby are, vested with the right and privilege of erecting and maintaining in the streets, lanes and alleys of said city, poles, and attaching thereto and extending and maintaining thereon, wires, for the purpose of transmitting electrical currents within the limits of said city to the inhabitants, property owners and users thereof. *Provided*, That said poles shall not be set nearer than six feet to any fire-hydrant, gas or water-main, or service pipe; *And provided further*, that said streets, lanes and alleys shall be repaired by said company to the satisfaction of said City Council within a reasonable time, and said streets, lanes and alleys shall not unnecessarily be obstructed at any time; *And provided further*, that said poles shall be set and the wires suspended thereon, under the direction of said City Council, or some person appointed by it.

Sec. 3. That said company, its successors and assigns, during the said term, be and are hereby vested with the right and privilege of laying, extending and maintaining one or more pipes, for the purpose of conveying steam as aforesaid, at any point or points, in, along, or across the streets, lanes and alleys lying south of South Temple Street and north of Fourth South Street and between Second East and Second West Streets, and at such other points as the said City Council may hereafter permit; *Provided*, that said steam pipes shall not be required to be laid more than three feet beneath the surface of the ground. *And provided further*, that said steam pipes shall not be laid nearer than four feet to any gas or water main or service pipe, except where the pipes cross each other, or interfere with any future sewerage, or other public improvement in said streets, lanes and alleys. But said company shall have the right to extend said pipes and box the same across any and all sewers. And subject to the limitations aforesaid, steam pipes, when laid, shall be laid and extended under the direction of the City Council, or some person appointed by it.

Sec. 4. That said Power, Light and Heating Company, its successors and assigns shall be responsible for any damage, either to person or property resulting from any act or negligence of theirs, which may accrue by reason of the exercise of any of the privileges herein granted.

Adopted January 11th, 1881.

FERAMORZ LITTLE, Mayor.

Attest:
JOHN T. CAINE, Recorder.

TERRITORY OF UTAH, Salt Lake City. } ss.

I, John T. Caine, Recorder of Salt Lake City, do hereby certify that the foregoing is a full, true and correct copy of a resolution entitled "A Resolution relating to the Salt Lake Power, Light and Heating Company," adopted by the City Council of Salt Lake City, the 11th day of January, A. D., 1881, as appears of record in my office.

[SEAL] In testimony whereof, I have hereunto set my hand and affixed the Corporate Seal of Salt Lake City, this 15th day of January, A. D., 1881.

JOHN T. CAINE, Recorder.

Wei De Meyer's CATARRH CURE.

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