

lessly extravagant than any other city, but that she is pre-eminently enterprising, that whatever is done here is on a grander and broader scale than elsewhere, than when anything of a public nature is desirable here expense is no obstacle.

The building of the "wigwam" in which the Democratic national convention is to be held, is an example of this. It has been in course of construction now about a month and will be finished inside of twenty days. It will contain 1,500,000 feet of lumber, will cost, exclusive of the decorating, \$23,500, and will be torn down within fifteen days after the convention closes. The builder is to have the material of which it is composed for tearing it down. By the way, I was informed while at the Fair grounds that no provision had been made yet by the World's Fair Commission for the removal of the buildings, the problem with them being to procure and expend the necessary means for their construction, and as the cost of removal will be very great, and the material not of sufficient value to pay therefor with the exception possibly of the Machinery Hall, which has already been bargained for by a railroad company to be used as a train house) it is possible that when the Fair closes the Park Commissioners may find that they will have the costly job on their hands of clearing the ground, with the alternative of allowing the buildings to remain, which one would think they might well afford to do.

A visit to the Fair grounds now is sufficient to convince one that a month would be as short a time as any person need count in spending in Chicago to view the exposition. A shorter stay would simply be an aggravation, as it would simply mean a hurried skimming over of the interesting sights instead of a pleasurable and appreciative study.

Chicago is making extensive arrangements to entertain the host of visitors who will flock here between May 1st and October 30, 1893, many doubtless hoping to reap a rich harvest therefrom and without question next summer will witness the grandest gathering in this city which the world has ever known. G. O. L.

CHICAGO, May 28, 1892.

THE UNION STOCKYARDS.

The Secretary and general manager of the Union Stockyards, Mr. A. E. de Rieques, issued the following prospectus yesterday afternoon. It will doubtless be read with interest among stockmen generally:

The Union Stockyards of Salt Lake City, Utah, will open their yards June 1, 1892. These yards are constructed after the most modern plans and offer every facility for the handling of live stock of all kinds while in transit, or offered for sale. At the yards are located several reliable commission firms. It is the intention of the Stock Yards company to develop at Salt Lake city an active market for the sale of all classes of live stock and to foster the interest so far as possible.

On all shipments of live stock going to market it would be well for the shipper to stop at Salt Lake yards be-

fore taking his stock to its destination, and offer the same for sale; if satisfactory terms and prices are not offered, the shipper has lost nothing, for his stock has had a chance to rest and feed, and he has also been able to assort his property in carloads according to the grade he may be handling, and his stock can be run to Missouri river points with but one stop for feed and rest between Salt Lake and such points. The railway companies have arranged to make special fast runs in and out of Salt Lake City, and it is a desirable point for shippers, either east or west bound, to stop and feed and rest. The yards at Salt Lake are now constructed to accommodate three thousand cattle or horses and five thousand sheep or hogs at one time. Fifteen cars can be loaded or unloaded without moving the train, there being fifteen chutes so arranged that the gates come opposite the doors of the cars, the platforms of the chutes being level with the floors of the cars, the stock walking from the cars on a level into the yards; this prevents injury from stock slipping on inclined chutes and also from being bruised in shifting the train back and forth to enable the several cars to be unloaded at a single chute. Abundance of water is in every pen, the supply being over one hundred gallons per minute, under a pressure of twenty pounds to the square inch. The drainage is perfect, being nothing else than a complete sewerage system eight, ten and twelve inch vitrified sewer pipe laid in cement, connected to every pen as perfect as that of a large city. The yards are so arranged as to enable a shipper to keep each car separate or to throw two, three or four cars together in one pen. The sheep and hog sheds are under roof and supplied with every convenience for the handling of that branch.

The scales are an important feature, being of the Fairbanks make and of a capacity of 80,000 pounds, 42 feet in length by 14 in width and capable of weighing a great many cattle in a very short time. These are the largest and best stock scales west of the Missouri river, and they weigh a single sheep as correctly as they weigh sixty head of steers.

The charges made are the same as those made by the union yards throughout the United States. No yardage charge is made for stock handled through the yards unless the same is sold in the yards or weighed on the company's scales.

The following charges will be made to all alike on yardage:

Cattle, horses or mules, per head.....	25c
Calves, per head.....	10c
Hogs, per head.....	8c
Sheep, per head.....	5c

These yards are especially adapted for the handling of horses, and parties desiring to ship a large number can well afford to drive them for a considerable distance to get the benefit of the most complete yards in the west.

The stock yards company pays freight and all charges on stock consigned to its care, and sees that correct weights are reported; is responsible for all business given to it, and carries a large stock of hay and grain for sale to feeders.

The yards are located some five and one-half miles north of Salt Lake

City and have direct connections with the Union Pacific and Rio Grande Western railway tracks. Stock destined for Salt Lake City will be unloaded free of charge at the yards and weights reported directly to the owners when so ordered. Stock will be switched to the yards immediately on arrival without extra charge. Cattle sold to Salt Lake parties should be fed and watered and permitted to rest prior to being weighed and sold.

IN BEAR LAKE VALLEY.

The weather in the southern end of our lovely Bear Lake valley has been remarkably propitious for the farmer and his interests during the past spring. Our grain was put in early, and as a result of frequent soft storms, everything is green and glorious to behold. One is driven to the conclusion that the beneficent hand of Providence has certainly been over our people for good, so far, this "spring."

From a material standpoint I may remark that times have been quite dull, so far as ready cash is concerned. The prices of cattle have been quite low and the demand not extravagant, and as a result, we have all, more or less, suffered from an intolerable superabundance of space in our money purses. The cattle industry is the cash industry hereabout. When it prospers, all is well; when it languishes, we all feel it, and droop too. But we hope for better things soon in this line.

Grain prices have been low likewise, with no stirring demand, while potatoes, usually a considerable resource of the people, have been worse than a "drug" in the market. Scarcely enough is given for them delivered in Evanston to pay a respectable price for freight.

Butter, chickens, eggs, etc., have been in fair demand, fair prices prevailing. But for the egg industry, what could many of our good house wives do to make both ends meet?

Talks of miners, etc., have been freely indulged in hereabouts lately, and several lucrative finds are reported; but whether they will "pan out" as reported, no man knoweth.

Bear Lake ward conferences are consecutively on the boards now every Sabbath day.

Meadowville, four miles from here, had its conference a week ago. Presidents Wm. Budge and James H. Hatt and special missionaries H. M. Hodges and Jos. Gibbons, also Bishop Calder and others from the surrounding towns, were there and joined in worship with the local Saints. A good time was had.

On Sunday, the 29th, conferences were held respectively at Woodruff and Lake Town. In the former ward Stake President Budge and other leaders attended and had an excellent time.

One sad feature connected with this was that diphtheria had found its way into the home of one of the families living about two miles out of Woodruff town, and had carried off one and left four sick. The latter, however, were recovering, it was believed. Naturally this, though so far from town, caused considerable concern among the people, and, of course, while safely able to hold meetings they were