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 AND THE WEST!

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company owns and controls their Sleeping Cars, which are inferior to none, and give you a double berth between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

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 and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for Twenty-five cents; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the enormous increase in passenger business of this line warrants it, we are pleased to announce that this Company runs PALACE SLEEPING CARS for sleeping purposes, and its PALACE DINING CARS for Eating purposes. 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, 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 Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T. P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with R. & Mo. R. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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 Express	10:30 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	2:15 p.m.
Mixed	2:40 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 Sweet water 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 Mo. River in Neb., 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'l Ticket Agent, Omaha

S. H. H. CLARK, Gen'l Supt. 490

UTAH CENTRAL RAILROAD.

Pioneer Line of Utah.

On and After November 4th, 1878.

Name of Station.	No. 1 Passenger.	No. 3 Passenger.	Fare.
Trains leave			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	70
Farmington	7 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 52	7 31	1 35
Centerville	11 04	7 44	1 60
*Wood's Cross	11 13	7 53	1 75
Arrive at			
Salt Lake	11 40	8 20	2 00

*Passing places.

MIXED TRAINS

WILL RUN DAILY,

(Sundays Excepted.)

Leaving Salt Lake City, at 8.40 a.m., arriving in Ogden at 11.50 a.m., Leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.30 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 2.30 p.m., arriving in Salt Lake City at 45 p.m.

☞ For all information concerning Freight or Passage, apply to

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

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We will insert a seven-line advertisement one week in a list of 289 weekly newspapers, or four lines in a different list of 337 papers, or ten lines two weeks in a choice of either of four separate and distinct lists containing from 70 to 100 papers each, or four lines one week in all four of the small lists, or one line one week in all six lists combined, being more than 1,000 papers. We also have lists of papers by States throughout the United States and Canada. Send for our 100 page pamphlet. Address GEO. P. ROWELL & CO., 10 Spruce St., N. Y.

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BATHING TRAIN!

ON and after July 5th, during the bathing season, the Utah Central Railroad will run a DAILY BATHING TRAIN to

LAKE SHORE

Leaving Salt Lake City at 5 o'clock p.m., and return at 7.50 p.m.

Fare to Lake Shore and return, 50c.

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FOR WOOL.

Wool Sacks, Twine and a No. 1 article of Sheep Shearing Machines. I also deal in Hides, Pelts, Tallow, Furs, &c., for which I pay liberal prices. Corner of South and East Temple Streets, Salt Lake City. H. B. CLAWSON.

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Continuous all-rail Route!
No Change of Cars!
One Road, one Management!

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TO BOSTON

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Reaches all Points in Pennsylvania and New Jersey.

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With Ample Time for Meals

3 Express Trains

Leave Chicago as Follows.

8.30 a. m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburgh 3.30 a m; Harrisburg 11.45 a m; Philadelphia 4.00 p m; New York 6.45 p m; Boston 6.15 a m; Baltimore 6.30 p m; Washington 9.00 p m next day.

5:15 p. m. Atlantic express, DAILY,

With Drawing Room and Hotel Car.

Reaches Pittsburgh 12.15 p m; Harrisburg 10.55 p m; Philadelphia 3.55 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 3.50 a m; Baltimore 7.45 a m; Washington 9.05 a m; Philadelphia 6.00 a m; New York 10.35 a m; Boston 8.40 p m. Through Baltimore and Washington sleeping car on this train.

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obtained for new inventions, or for improvements on old ones, for medical or other compounds, trade-marks and labels. Caveats, Assignments, Interferences, Appeals, Suits for Infringements, and all cases arising under the Patent Laws, promptly attended to—Inventions that have been REJECTED by the Patent Office may still, in most cases, be patented by us. Being opposite the U. S. Patent Department, and engaged in Patent business exclusively, we can make closer searches, and secure Patents more promptly, and with broader claims, than those who are remote from Washington. INVENTORS send us a model or sketch of your device; we make examinations and advise as to patentability free of charge. All correspondence strictly confidential. Prices low, and NO CHARGE UNLESS PATENT IS SECURED.

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UTAH SOUTHERN RAILROAD

To take effect June 13th, 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 34	8 20	60
Junction	7 37	8 35	75
Arrive at			
Sandy	7 40	8 45	85
Leaves			
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 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 23	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 25
Nephi	11 50	4 20	4 75
Arrive at			
Chicken Creek	12 30	5 30	5 55

Going North.

Name of Station.	No. 2 Passenger.	No. 4 Freight.	Fare.
Trains leave	P. M.	A. M.	
Chicken Creek	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	1 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 4-	3 55
American Fork	4 34	1 55	3 70
Lehi	4 48	2 10	3 85
Draper	5 23	3 20	4 60
Arrive at			
Sandy	5 40	3 40	4 85
Leaves			
Sandy		4 45	
Junction	5 45	4 55	4 75
Lavendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
Arrive at			
Salt Lake	6 25	6 00	5 50

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

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

CHICAGO & NORTH-WESTERN RAILWAY

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY

PULLMAN HOTEL CARS are run alone by it through between

COUNCIL BLUFFS & CHICAGO!

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA AND NEW YORK,

AND OTHER EASTERN POINTS.

Insist that the Ticket Agent sells you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this Road.

All Agents sell them, and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 513 16th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass'r Agt., Chicago.

EVENING NEWS.

Monday. - - September 15, 1879.

Correspondence.

London Letter.

LONDON, August 27th, 1879.

Editors Deseret News:

Heavy rains and floods still continue in England. In the Windsor district, the Thames has risen several inches above the level of the previous evening. During Tuesday night, the rising water entered the gardens of the houses on the north side of Arthur Road, Windsor. These are situated about a quarter of a mile from the river channel, the inundation reaching the back doors. There is now an unbroken sketch of water extending northwards of Windsor across the Brocas to Eton College, the lake thus formed being quite a mile in length and covering acres of pasture land. Windsor racecourse is very extensively flooded, and the Grand Strand is almost isolated, most of the Chewer Rays, upon which this favorite meeting is held, being submerged. Eton and the College are nearly surrounded. Eastward of Windsor and Eton, the river is leaving its usual course and flooding the pastures and farms. About Datchet, Horton and Wraysburg, and at various places along the Thames valley hay and corn crops are being seriously damaged. Harvesting had been commenced upon the Prince Consort's farm in the Great Park and elsewhere in Berks, Bucks, Surrey and Middlesex, but the inclemency of the weather has put a stop to the operations, and the cessation of work is causing great distress among the poor people seeking employment in the harvest fields, and who, in consequence of this absence of work, now find themselves without means of support. At Old Windsor and Staines the floods are also out in various localities, and the country in the Thames Valley, viewed from the battlements of the Round Tower of Windsor castle, looks like a chain of lakes extending eastward and westward of the Royal borough for many miles. Hay and grain lie rotting in places in swamps formed by the overflowing of the river and its tributaries, and the prospect of farmers are dismal enough. They cannot now escape without loss even should the fine weather set in at once, while a continuance of the rain for another week or two must entirely ruin the chance of harvesting their crops in a fit and marketable condition.

In Chester, farmers are about disposing of all their store-stock because their hay has been washed away by the floods. The state of agriculture in Cheshire is worse than serious. The season has been simply disastrous, and the farmers have nothing but ruin to face. In the low-lying parts of Flintshire and Denbighshire, things are, if possible, still worse. Turnips, mangolds and hay, a good proportion of wheat acreage is to be looked to; but in the counties enumeration the roots and corn crops are all buried in water, and when the water subsides, the desperate agriculturists will be presented with a cast-up sea of mud seed, manure, and labor, all buried in the horrible quagmire. On Tuesday, some Cheshire farmers commenced cutting white oats, but the dense rain of to-day will not only stay the operation, but it will effectually prevent corn, which is already fully a month behind, ripening. With hundreds of acres of land under water, hay washed away, corn soft in the ear and beaten to the ground, with barley promising only half an average yield, with quite half the potato crop deceased, and with little promise of a fair supply of roots, the prospects of the farmers in this quarter are dismal indeed.

At the meeting of the Board of Guardians at Sittingbourne yesterday, the effects of the disastrous weather were shown by statistics presented by the workhouse master, from which it appeared that during the last week no less than 231 persons had been admitted into the casual wards. This number is an increase of 129 over the corresponding week of last year, and is the highest ever known since the establishment of the workhouse. The 231 persons were made up of 137 men, 53 women and 41 children. Many of them have apparently come to the neighborhood for the harvesting and hopping, but in consequence of the continued wet, much of the corn still remains standing, and what few hops there will be to pick will not be ready for some days yet. There is no doubt that throughout Kent the growth of hops will be much smaller than in previous years, and there is no prospect whatever of the multitudes who usually emigrate from London to Kent for the hop-picking employment this season. This fact cannot be too widely known, as the incursion of "hoppers" is as great this year as it has been in prosperous seasons. A very lamentable state of things, and much misery to these people must be the result. The fall of rain was incessant yesterday, and while agricultural operations are paralyzed, work in the brick making factories is also entirely suspended. Not only will there be many millions less bricks turned out this year than usual, but the weather is such that those which have been moulded cannot dry, and in some factories the newly made bricks are dropping from the stacks.

MEDICUS POLITICUS. — Apropos of the organization of the present House of Representatives, where parties were so very closely divided, the importance of skill in one's medical attendant is forcibly illustrated. The physician attending Representative Acklen in Washington, Dr. Garnett, is a stout democrat. Somebody asked him if it was true that his patient was dying. "Dying?" ejaculated the doctor; "do you think I'd let a vote die when we have only one majority, and no time for a special election to fill the vacancy? Ecrbus! no! I'd take his medicine for him and die myself first!"—*Harper's Magazine.*

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THE BOOK OF ABRAHAM

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Catarrhal POISON

Wel De Meyers' Treatise on Catarrh, explains the following important facts:

1. That Catarrhal Colds become a poisonous infection, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That whatever impurities exist in the nostrils, are necessarily swallowed into the stomach and inhaled into the lungs, thus poisoning the digestive, the respiratory and the genito-urinary organs.

4. That Catarrhal virus follows the mucous membrane and causes Weak Eyes, Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa and Consumption.

5. That Smokes, Douches, Inhalations and Insoluble Snuffs, taken into the nostrils and throat, cannot possibly remove infectious inflammation from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the capacity of being absorbed by the purulent mucous wherever located.

Acting upon these theories, Dr. Wel De Meyer has found a remedy for Catarrhal diseases, which proves to be infallible. His treatise, with overwhelming proofs and full explanations of the most important medicinal discovery since vaccination, is sent free and Post-paid to anybody. Wel De Meyer's Catarrh Cure is not yet in the hands of all Druggists. Where not thus procurable, it will be delivered to any address at $1.50 a package. To Clubs, six packages for $7.50. To the trade, liberal terms.

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The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of Nerve and Muscle.

The Builder and Supporter of Brain Power.

Fellows' Compound Syrup is composed of Ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by remedies bearing a similar name, no other preparation is a substitute for this under any circumstances.

Look out for the name and address J. L. FELLOWS', St. John, N. B. on the yellow wrapper, in watermark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

Sold by all Druggists.

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NOTICE.

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Park City, Utah, Sept. 6, 1879. 6-9-9 to 6-12-9

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LAND AGENT AND ATTORNEY

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Also Colics, Spasms, Cramps, and like disorders, at this season of the year.

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Has a sovereign remedy that has been in use for 40 years. Price 50 cents and $1 per bottle, according to size. Satisfaction guaranteed or money refunded.

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DR. A. B. DUNFORD.

d12-8-9-tf

OFFICIAL

Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily ..... 5 40 p m
Alta, daily ..... 5 50 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 ..... 5 40 p m
Rich county, Tuesday, Thursday and Saturday ..... 5 40 p m
Morgan county, daily ..... 5 40 p m
North—Davis county, daily ..... 11 40 a m
Weber county, daily ..... 5 40 p m
Ogden, semi-daily 11 40 a m & 5 40 p m
Parley's Park, Big Cottonwood and Wanship, Mon-Fridays ..... 7 00 a m
ties, daily ..... 5 40 p m
Corinne and Kelton, daily ..... 11 40 a m
Idaho and Montana, daily ..... 5 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 an intermediate points, daily ..... 5 50 p m
Picohe, Star and San Francisco districts, daily ..... 5 50 p m
St. George and points south of Beaver, alternate days 5 50 p
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
Cach and Box Elder counties, daily ..... 6 30 a m
Corinne and Kelton, daily ..... 2 30 p m
Idaho and Montana, daily ..... 6 30 a m
Boise City and Idaho City, daily ..... 2 30 p m
West—Nevada, California, Oregon, &c., daily ..... 2 30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily ..... 6 30 a m
Bingham Canyon, daily ..... 6 30 a m
South—For Beaver and intermediate points, daily ..... 6 30 a m
For Picohe, Star and San Francisco districts, daily 6 30 a m
For St. George and points south of Beaver on alternate days ..... 6 30 a m
For Sanpete and Sevier counties, daily, except Saturdays ..... 6 30 a m
For 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 8 p.m. Sunday, 12:30 to 1:30 p.m.
Money Order and Register department from 9 a.m. to 5 p.m.
Outside door open from 6 a.m. to 10 p m

J. T. LYNCH, Postmaster.

NAMES OF PRESIDENTS AND BISHOPS OF THE Organized Stakes of Zion.

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Chas R Robison, Montpelier
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Edwin N Austin, Liberty
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Robert Price, 2d " "
Wm Rulone, Bloomington
John A Hunt, St Charles
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Geo W Ward, Willard City
Peter C Jensen, Mantua
Thomas Harper, North
Abraham Hunsaker, Honeyville
John C Dewey, Deweyville
Oliver C Hoskins, Portage
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Oneida County, Idaho.

Geo Dunford, Malad City

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Samuel Roskelley, Smithfield
Wm. L. Skidmore, Richmond
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John Jardine, Clarkston
Wm F Rigby, Newton
Alma Harris, Benson
Henry Hughes, Mendon
William H Maughan, Wellsville
Orson Smith, Paradise
C. N. Liljenquist, Hyrum
George O Pitkin, Millville
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Oneida County, Idaho.

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Alexander A Allen, Weston
Lafayette L Hatch, Franklin
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Wm S Muir, Jun, West Bountiful
Chester Call, East Bountiful
Nathan Chaney, Centreville
John W Hess, Farmington
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Sextus B Johnson, Johnson
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Richard Robinson, P E, Upper Kanab
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Daniel Thompson, Scipio
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Wyman M Parker, North Morgan
Charles Turner, South Morgan
Albert