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.

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 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 00	
Draper	8 07	10 10	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 10	2 75
Spanish Fork	10 08	1 35	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	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 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 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	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.

EVENING NEWS.

Wednesday, - - March 10, 1880.

BY TELEGRAPH.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 9.—In the House of Commons to-night the navy estimates were considered. A vote of 44,600 officers and men for the navy was agreed to. A vote of £5,000,000 on account of the civil service estimates was granted.

Lord Beaconsfield's letter to the Duke of Marlborough furnishes the key note of the Conservative campaign, which is opposition to home-rule and the maintenance of English influence in foreign affairs.

The steamer *Travasor* with the homeward Indian mail, was wrecked near Ontario. The crew, passengers and mail were sawed.

The St. Petersburg *Golos* says: The painful impression produced by the announcement of Hartmann's release can only be removed by the French cabinet showing that the proofs furnished from St. Petersburg of his identity were insufficient.

General Melikoff has asked for four members of the municipal council to take part in the deliberations of the executive commission.

The Paris *Temps* says: The Russian government will probably take advantage of the journey to St. Petersburg of the Russian ambassador to draw up an extradition treaty with France.

M. Rouher and wife have started for Chiselhurst to take leave of the ex-Empress Eugenie previous to her departure for the Cape on the 26th. The ex-Empress will stop at St. Helena on her return voyage.

Turkish troops have landed at Salonica to pursue the brigands who captured Colonel Syne and wife. The belief on the spot is that the landing of the soldiers is a serious mistake.

INTEMPERANCE.

CHAPTER IV.

It may be that some young men may consider themselves too young to form resolutions, or that they cannot break off their evil habits, which have become comparatively old and established in them, or that there is no use to do so—"all will be well with them. They will not become dishonored or disgraced, or be any the worse for their present course," oh, no! Will such please to read carefully the following statement of Admiral Farragut: "Would you like to know how I was enabled to serve my country? It was all owing to a resolution I formed when I was ten years of age. My father was sent down to New Orleans with the little navy we then had, to look after the treason of Burr. I accompanied him as cabin boy. I had some qualities that I thought made a man of me. I could swear like an old salt; could drink as stiff a glass of grog as if I had doubled Cape Horn; and could smoke like a locomotive. I was great at cards, and fond of gambling in every shape. At the close of the dinner one day my father turned everybody out of the cabin, locked the door and said to me: 'David, what do you mean to be?' 'I mean to follow the sea.' 'Follow the sea! Yes, being a poor miserable drunken sailor before the mast, kicked and cuffed about the world, and die in some fever hospital in a foreign clime.' 'No; I'll tread the quarter-deck, and command as you do.' 'No, David; no boy ever trod the quarter-deck with such principles as you have and such habits as you exhibit. You'll have to change your whole course of life, if you ever become a man.' My father left me and went on deck. I was stunned by the rebuke, and overwhelmed with mortification. A poor, miserable, drunken sailor before the mast, kicked and cuffed about the world, and to die in some fever hospital!' That's my fate, is it? I'll change my life, and change it at once. I will never utter another oath; I will never drink another drop of intoxicating liquors; I will never gamble. And, as God is my witness, I have kept those three vows to this hour." What think you of this case, young men? Here was a boy of tender years, but precocious in vicious habits. At this very early age he had a good start on the road to ruin. The idea of a boy of ten being able to "swear like an old salt;" "to drink as stiff a glass of grog as if he had doubled Cape Horn;" "to smoke like a locomotive;" and to be "great at cards, and fond of gambling in every shape!" But he had a father who desired his welfare, and sought to reform his boy, and that boy could form a resolution and keep it, thus making himself an able officer and an honorable man, and leaving on record, for the benefit of others, his testimony of his experience in vicious habits in early youth, his father's effort, his own resolution, and his testimony before God that he *"had kept his vows."* And we will say to the young man whom it may concern, "Go thou and do likewise!"

"Evil communications corrupt good manners." Bad company proves the bane of millions. Young Farragut must have been in very bad company to have been what he was at ten years of age. Purity of language and refinement of manners are not cultivated by many young men as they should be, neither is the moral tone which characterizes their intercourse with each other as high as it might be. Boys associate with young men, young men with their seniors up to seventy; sufficient caution is not used in conversation; the force of example is not thought of or disregarded; boys learn things which it would be well for them to be ignorant of till they attain manhood; and young men and boys, too, learn some things which it would be a blessing to them to remain ignorant of through life. Many of them would grow up much freer from the vices of the age were it not for the lax conversation and contagious example of their elders. Boys are imitative. They learn many things as birds learn to chirp. We say, Young men, keep good company; but as we write the advice, the spirit says: *"Make good company for the young!"* And we humbly acknowledge the necessity of the admonition. Purify thyself, is the injunction to each. It is an individual labor. God speed its accomplishment! But the young have their agency, and we say to them: Be wise, careful and discriminating in selecting your associates. Keep good company, and avoid in wisdom that which is bad. Some years ago we saw in a New York publication an incident in the life of a lady, which, being apropos we embody here: "One evening, a lady, who belongs on the editorial staff of one of the leading dailies of New York, had been detained by official duties until a rather late hour. Living on the Heights of Brooklyn, it was not much of a venture to go home without an escort, so she started. On the boat a gentleman (?) said to her, 'Are you alone?' 'No, sir' said the lady, and when the boat touched stepped off. 'I thought you said you were not alone,' said the fellow, stepping to her side again. 'I am not,' replied the lady. 'Why, I don't see anyone; who is with you?' 'God Almighty and the angels, sir—I am never alone!' 'Madam,' he replied, 'you keep too good company for me: good night.'" That is the sort of company to keep. Blessed is he or she who is favored with it. Seek for it. Live to be worthy of it. Evil companions may turn away from you, but do not utterly forsake them. Be the good Samaritan. When proper opportunities offer, help to raise the fallen to a higher plane, and encourage them to seek by purity of life the enjoyment of the same "good company."

Young men, we do not write for money. Our sole object is to do you good. Please allow us the pleasure of doing so. Read carefully, studiously, and prayerfully. Read again with a fixed determination to profit and reform. Cease to sap your physical and mental power by indulging in vicious habits. Remember, those powers were given you to be used for your own elevation and salvation, and to aid in the herculean task of a world's redemption. You will have to render an account of the use of those "talents," therefore do not abuse them, but use them carefully and wisely, exercise them that they may shine brightly, and grow in strength preparatory to immortalization. Immortalization? Yes! verily, yes! Do you know that the time draweth nigh when the Son of Man "will come in the clouds of heaven, in power and great glory," accompanied by a heavenly host, and that the righteous will be "caught up to meet him" at this glorious appearing? And do you know, young men, that it is *not* the privilege of many of you to be among the number who will be "changed in the twinkling of an eye," from mortality to a degree of immortality? And who will have the glorious privilege? Do *you* want it? Then live for it. Do you want healthy, vigorous, and pure bodies? Do you want your spirits to hold righteous dominion over your bodies, and to be as untainted by sin as when they left your heavenly home? Do you desire intellectual ability and superiority to enable you to mould the minds of millions yet unborn? Do you wish to become the kind of men physically, mentally and morally, through whom the Lord delights to operate to perform His magnificent latter-day work? Would you like to impart joy unutterable to the bosoms of loving and anxious parents? Would you like to experience the exquisite satisfaction which consciousness innocence before God imparts? Do you desire your minds to be holy tablets, upon which the spirit of inspiration shall delight to indite the will of Heaven, daily, for the benefit of yourself and all others who may be affected by your counsels and example? Would you be the happy recipients of the choice and inestimable blessings the Lord has promised to those who keep the "Word of Wisdom?" In brief, do you desire to become the strong-bodied, vigorous-minded, pure-hearted men of God—the holy temples in which the third person in the Trinity can dwell and operate for your salvation and that of the salvable of Adam's race—such men as He can use and honor in life and eventually exalt and crown in His celestial kingdom? Then be humble and pure, be prayerful and persevering, be honest and wise, be virtuous and obedient—be *all* that God desires you to be! And, as an initial, fundamental, and powerful means by which to attain the position and glory of the Highest—be *sober!* be sober! be SOBER!

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 and 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 sell 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, 245 14th 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; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie 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. Agent, Chicago.

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 [illegible]	4 08	0
Centreville	7 33	4 16	7
Farmington	7 50	4 33	1 0
Kaysville	8 12	4 52	1 3
ARRIVE AT			
Ogden	9 00	5 40	2 0

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 0
Farmington	10 52	7 31	1 3
Centreville	11 04	7 44	1 6
*Woods Cross	11 13	7 53	1 7
ARRIVE AT			
Salt Lake	11 40	8 20	2 0

* 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 8.20 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 a, 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879

GOING NORTH.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	5
Lemmington	9 15	23	1 5
Mills	10 35	43	2 5
ARRIVE AT			
Juab	11 20	52	3 0

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	5
Lemmington	3 35	23	1 5
Riverside	5 05	43	2 5
ARRIVE AT			
Deseret	5 50	52	3 0

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.
JOHN SHARP, Superintendent.

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 .... 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, Gen. Ticket Agent, Omaha.
H. CLARK, Gen. Supt. d60

DAVID JAMES,

LICENSED

PLUMBER, TINNER,

STEAM AND GAS FITTER.

Respectfully announces that, buying his material by the car load, he is prepared to

LAY WATER PIPES

On Short Notice, at

LOWEST POSSIBLE PRICES.

A LARGE STOCK OF

Pumps, Plumbing Goods, Iron Pipe, Hose, and Sheet Lead kept in Stock.

OFFICE AND WORKSHOPS, WEST TEMPLE ST., OPPOSITE CITY MEAT MARKET.

STANDARD GOODS

—OF—

R. MATTHEWS & Co.,

CHEMICAL MANUF'RS.

P.O.Box 1064. Salt Lake City.

ESS. JAMAICA GINGER,
TOILET SOAPS,
BATH SAND TABLETS,
SCOURING SOAP, (Sapolio),
SUPERIOR WRITING FLUID,
BOOT BLACKING, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys Etc., use

BARFOOT'S

Balsam of Indian Root,

Prepared only by us.

For Sale at Z. C. M. I. and Utah Commission Store.

FELLOWS' COMPOUND SYRUP OF HYPO-PHOS-PHITES

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of the 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, re-establishing 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 names and address, J. I. 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.

d121 2t &w

NAMES

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PRESIDENTS AND BISHOPS

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Geo. Dunford, Malad City.

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CHAS. O. CARD, ... }

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Thomas X. Smith, 4th " "
William Hyde, 5th " "
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Samuel Roskelley, Smithfield.
Wm. L. Skidmore, Richmond.
Wm. H. Lewis, Lewiston.
John Jardine, Clarkston.
Wm. F. Rigby, Newton.
Alma Harris, Benson.
Henry Hughes, Mendon.
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Orson Smith, Paradise.
O. N. Liljenquist, Hyrum.
George O. Pitkin, Millville.
Milton Hammond, Providence.
Harvey Dixon, Clifton.

Oneida County, Idaho.

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Rasmus Rasmussen, Mink Creek.
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ANSON CALL, ... }

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Wm. S. Muir, Jun., West Bountiful.
Chester Call, East Bountiful.
Nathan Cheney, Centerville.
John W. Hess, Farmington.
Peter Barton, Kaysville.
David S. Cook, South Weber.
H. B. Gwilliam, South Hooper.

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K. H. BROWN, ... }

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Charles Sperry 2nd Ward, Nephi.
Neils Aagaard, Levan.
John M. Haws, Mona.

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H. O. SPENCER, ... } Counselors.
J. L. BUNTING, ... }

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BISHOPS.

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Henry B. M. Jolley, Mt. Carmel.
Thomas Chamberlain, Orderville.
Royal J. Cutler, Glendale.
Sextus E. Johnson, Johnson.
Thomas W. Smith, Pahreah.
Richard Robinson, P. F., Upper Kanab.
Charles Pulsipher, Winsor and Moccasin.

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IRA N. HINCKLEY, ... President.
ED. PARTRIDGE, ... } Counselors.
JOS. V. ROBINSON, ... }

Millard County.

BISHOPS.

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Alexander Melville, 2nd Ward, "
David R. Stevens, Holden.
Daniel Thompson, Scipio.
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