IA 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, Bethany, 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 laden 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 sleeping 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 F. 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., C. B. & Q.; I. B. & W.; Ill. Mid.; and T., P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isld & 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. in Nebr.

At COLUMBUS JUNCTION, with B., C. R. & N. R. R.

At OTTUMWA, with Cent. 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.

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 Connecting Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 502 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; 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. Agent, Chicago.

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.
Henry's Carbolic Salve allays the pain of burns.
Henry's Carbolic Salve cures all eruptions.
Henry's Carbolic Salve heals pimples and blotches.
Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

JOHN F. HENRY, CURRAN & CO., SOLE PROPRIETORS, 1 College Place, New York.

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 19	75
Farmington	7 50	4 35	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 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 60
*Woods 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 8.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 6.30 p.m.

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

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 2.20 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 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 Pittsburg 12.15 p. m; Harrisburg 10.15 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 3.50 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.

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, Gen'l Pass. and Ticket Agent, CHICAGO.

NOTICE.

SALT LAKE CITY, Feb. 21st, 1880.

To A. F. Weeden, E. C. Williamson and Titus Billings, your heirs and Assigns.

YOU ARE HEREBY NOTIFIED THAT I have expended for you in money the following sums, to wit:

A. F. Weeden, for years ending October 23, 1878-9, fourteen dollars and 1 2-3-100.

E. C. Williamson thirty-three dollars and 33 1-3-100. Titus Billings twenty-six and 66 2-3-100 on the Yellow Jacket No. 2 mine or lode situated in Day's Fork, Big Cottonwood mining district, Salt Lake County, Utah Territory, that being the amount of your respective assessments for the year ending October 22, A. D. 1879, and unless you pay the same within ninety days from date together with the cost of advertising, your interest in said mine or lode will be forfeited to me by operation of law.

S. C. EWING.

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 31	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 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 22	2 15	3 50
Santaquin	10 30	2 40	3 75
Mona	11 26	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 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		4 45	
Sandy			
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.

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	1 SK
Lemmington	9 15	27	1 SK
Mills	10 35	43	2 SK
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	1 SK
Lemmington	3 35	25	1 SK
Riverside	5 05	43	2 SK
ARRIVE AT			
Deseret	5 50	52	3 00

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. c99

PATENTS

Obtained for new inventions, or for improvements on old ones, by 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 close 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.

We refer to Hon. Postmaster General D. M. Key, Hon. P. D. Power, the German-American National Bank, to officials in the U. S. Patent Office, and to Senators and Representatives in Congress; and especially to our clients in every State in the Union and in Canada. Address,

C. A. SNOW & CO., Opposite Patent Office, Washington, D. C.

ST. LOUIS TRADE.

L. M. RUMSEY & CO.,

Manufacturers and Jobbers of

PUMPS AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Iron Pipe Fittings, Belting, Hose, Packing and Agricultural Implements.

North Main Street, ST. LOUIS, MO.

ALL KINDS —OF— PRINTING

EXECUTED IN THE HIGHEST STYLE OF THE ART,

—AT— BED ROCK PRICES,

—AT THE— DESERET NEWS OFFICE.

EVENING NEWS.

Thursday, March 11, 1880.

BEE FARMING.

FARMINGTON, Davis Co., March 8th, 1880.

Editor Deseret News:

Dear Sir—Elder Edward Stevenson, of Salt Lake City, met with us in our ward meeting yesterday afternoon, and in connection with Bro. B. H. Roberts of Centreville, Prest of the Y. M. M. I. Associations of this Stake gave us some excellent instructions.

At a meeting last evening Bro. Stevenson made some interesting remarks and gave some instructions in regard to the bee farming branch of business, after which an organization was effected with the following named officers: President, Timothy B. Clark; Vice-President, Allen S. Burk; Secretary, Jos. E. Robinson.

The bee-keepers of this place have had poor success the last few years on account of the prevalence of disease among the bees, but as there is prospect of this difficulty being removed by the renewed energy of the people, assisted by the new law passed by the late Legislative Assembly, it is to be hoped the industry will be revived and prove more successful. "Experience teaches a dear school" is an old saying that is very appropriate in respect to the way we have dealt with the industrious and busy honey manufacturers in this Territory, as hundreds of swarms have died through a lack of understanding of how to manage them.

One drawback to bee culture is the fact that everybody is so busy when they need attending to that they are neglected too much, but if ever "a stitch in time saves nine" it is manifest in the bee department. A very few days after a new swarm has been hived they need to be examined to see that they are building comb straight in the frames; if it is not straight it can be readily pressed to the proper position. Sometimes the sides of the comb have to be cut in a few places; if it is inclined to not stay where it is placed, it can be wedged or secured there with a piece of comb.

The blocks should never be taken from the bottom of the frames when the extractor is being used, but a hole should be cut in the wire frame of the extractor large enough for the blocks to fit in. When the wire is cut the ends can be secured so it cannot unravel, and the wire frame will not be injured. I would rather look through a dozen swarms where the comb is straight, than one with the comb so crooked that it breaks in lifting it out of the hive. This sets the honey to running, strange bees to robbing, and often a swarm is killed by the entrance and bottom of the hive being filled with honey.

A good many half discouraged bee keepers say they will not use frame hives any longer, but will tend their bees like they "used to in the States," etc. This idea, I think, should be discouraged, as with frame hives they can be examined easily in guarding against disease, and old comb can be taken out at pleasure. During winter is the time to make hives and frames and good stands to place the new swarms on. A new swarm should be left where they are hived until late in the evening, then they can be removed to the proper place. This is sometimes neglected. It does not look well to see hives of bees scattered through the orchards.

To those who do not want to pay nearly as much as a swarm of bees is worth for a hive, I will describe a cheap and easily made hive: Make the hive the same width and depth and twice the length of the Kidder hive, so it will hold 18 frames, let the bottom extend out two or three inches in front for the bees to light on, around the top of the box nail pieces of boards six inches in width, two and one-half inches down the sides and ends of the box and three and one-half inches above. This will make room for an air chamber. Nail cleats about two inches wide around the lid so it will fit on the hive snug. Nail an extra board on top of the lid to keep it from warping and leaking.

The bees will build comb in the air chambers; if shingles or pieces of boards are not placed on the frames, small sticks of timber should be put under the boards to prevent killing what bees are on the frames. The brood will be in the end opposite the entrance and need not be disturbed when taking out honey.

I find it saves a great deal of bother by putting a straight frame of comb with each new hive as a guide for them to work to, and as they are gorged with honey when they swarm, they will more readily go to work in their new home.

Respectfully, C. T.

Correspondence.

Foul Brood.

MANTI CITY, U. T., March 7, 1880.

Editors Deseret News:

I see in your issue of the 3d inst. an act "for the protection of bee culture." Approved February 16th, 1880.

I have been looking for some time for an enactment to protect bee-keepers from that contagious disease known as "foul brood," from which we have lost heavily in Manti. In my apiary last spring, in looking them over, I found three stocks badly affected with foul brood. I destroyed them by burying them in the ground. I also found one in the apiary of Sister Cox, which I also buried. I know of no other way to stop this disease than by burying them.

How to find the disease.—Open your hive, take out the frames, uncap the brood, bearing in mind that young bees are always white until after they assume the chrysalis form, therefore, if a larva is found of a black color, it is dead; should you find a number of cells in this state, black, putrid, with a disagreeable smell, the colony should be condemned. If this is not foul brood I know nothing of it; should like to hear from Mr. G. B. Bailey, of Mill Creek, on this subject. Two-thirds of the bees have died here this winter, by wintering on summer stands; those who have cellared them with a uniform temperature, so far, have come out all right. I have never yet lost a colony by thus wintering them. Destroy foul brood, and all adopt the best plan for wintering, and bee culture is a success in Utah.

Any one wishing to adopt my plan of wintering, if they will enclose a three-cent stamp, with such a request, I will forward the same to them.

Wishing bee culture a success in Utah,

I remain, etc., WILLIAM BRAITHWAITE.

SEVIER STAKE CONFERENCE.

RICHFIELD, Sevier County, March 8, 1880.

The 10th Quarterly Conference of Sevier Stake was held in the Richfield meeting-house, on the 6th and 7th days of March, pursuant to adjournment from the 21st and 22nd of February, as previously announced.

There were present Of the Presidency of the Stake, Elders A. K. Thurber and Wm. H. Seegmiller, as also the local authorities of the Stake.

The meetings were crowded during the two days. A High Priests meeting was held on the Saturday evening, in the Relief Society Hall, and of the Y. M. M. I. A. at the same time in the meeting-house.

The general authorities of the Church and local authorities of the Stake were presented and unanimously sustained; previous to which, the statistical and condensed financial reports were read.

The several meetings were addressed by Presidents Thurber, Seegmiller and others, on all of whom rested the good Spirit which gives life, light and animation to the Saints on all such and especially on this occasion, all expressing themselves well pleased with the proceedings. It was considered best to appoint speakers for the outside audience, and Bishop Wright, of Grass Valley, and Bishop Horne, of Richfield, were called on and responded.

There was collected at this Conference of monthly 50 cent cash donations to Manti Temple as brought in from the several wards, $83.20. The condensed annual report exhibited about $5,000 in cash, produce, labor and stock delivered and on hand for the past year from this Stake for the building of the Manti Temple.

The statistical reports exhibited the following: Patriarchs 3, Seventies 84, High Priests 126, Elders 409, Priests 43, Teachers 92, Deacons 91, Members 696, total officers and members 2,546, children under eight years 1,365, total of souls 3,911. Families 727, marriages 10, births 65, children blessed 57, members received 62, removed 42, deaths 22, excommunicated 1.

These items I forward as of interest to the entire community wherein is evinced our growth, common interest and general prosperity, unto which we earnestly hope an endless continuation for all Israel, from

Your Brother in the Gospel, WM. MORRISON, Stake Clerk.

T. K. PEARSON, JOBBING CUTLER,

Is the Best Place to get your Knives, Razors and Shears ground and repaired. Saws set and sharpened. Sewing and Knitting Machines Repaired.

South End COMMERCIAL STREET. d62 1m

KINDLING WOOD.

TEN BUSHELS FOR $1.00, *Delivered.*

SAWS SHARPENED AND SET. DEALER IN RAGS

Iron, all kinds, wanted, Bottles, etc.

J. THORN.

Third South Street, half block east Clift House. d153m

HOME-MADE CARPETS!

WOVE STRONG, DURABLE & PRETTY, —AT— HULBERT'S

He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

Note the Address. A few doors west of Theatre.

W. L. PRICE,

DEALER IN

Poultry, Fish & Game,

FRUIT, VEGETABLES & GROCERIES.

First South Street, Opposite Kimball Block Salt Lake City.

Goods delivered punctually in all parts of the City Free. Satisfaction Guaranteed.

CAKES

BRIDES' CAKES AND BIRTHDAY CAKES

Of all kinds and at Prices to suit, at the

PHILADELPHIA COFFEE HOUSE

OYSTERS IN EVERY STYLE TO PLEASE the PUBLIC AT THE PHILADELPHIA COFFEE HOUSE. WM. HILL, Proprietor

Wei De Meyer's

CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. DEWEY & Co., 46 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

WATCHES, JEWELRY.

BEAUTIFUL AND CHEAP,

Consisting of Brooches, Ear-rings, Finger-rings, Studs, Sleeve-buttons, Bracelets, Necklaces, Chains, Lockets, Full Sets, etc.

A Fine assortment of Ladies' and Gents'

Gold and Silver WATCHES.

A Large and Complete Stock always on hand

CLEANING WATCHES, - $1.50.

And everything else in our Line *Reduced in the Same Proportion.*

Articles and Workmanship guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSE

JAKE HEUSSER,

Importer and General Dealer in

GUNS, PISTOLS, AMMUNITION, FISHING TACKLE —AND— CUTLERY OF ALL DESCRIPTIONS.

ALSO DEALER IN

CIGARS AND TOBACCO.

109 MAIN ST., SALT LAKE CITY.

INVALIDS AND OTHERS SEEKING

HEALTH, STRENGTH AND ENERGY,

WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

IT TREATS UPON HEALTH, HYGIENE, and Physical Culture, and is a complete encyclopædia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receives attention in its pages; and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

The subject of Electric Belts versus Medicine, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks and medical impostors who profess to "practice medicine," and points out the only safe, simple, and effective road to Health, Vigor, and Bodily Energy.

Send your address on postal card for a copy, and information worth thousands will be sent you. Address, the publishers,

PULVERMACHER GALVANIC CO., 313 Montgomery St., San Francisco, California.

THE GREAT REMEDY FOR CURING. ALLEN'S LUNG BALSAM.

Coughs, Colds, Consumption, Asthma, Bronchitis, and all other Throat and Lung Affections. Endorsed by the Press and Physicians, Taken by thousands and success ful always. It has no Equal.

SOLD EVERYWHERE.

TOLL-GATE NO. 2. Beautiful Colored Picture. Very ingenious. 75 objects to find. Send stamp for package. Dr. F. G. AMBY, Buffalo, New York. dw 1y

DIPHTHERIA.

WHERE THERE IS NO CANKER THERE is no diphtheria. Hall's Canker Remedy never fails. Ask your neighbors. Sold by Z. C. M. I. Drug Department, wholesale and retail, Salt Lake City.

WANTED.

ONE FAMILIAR WITH WOOD ENGRAVING, to make cuts for Maps and other purposes, for a work to be published on the Divine Authenticity of the Book of Mormon. Apply to Dr. W. H. H. SHARP, one door east of DESERET NEWS office. d75 2t

NOTICE.

THE SEMI-ANNUAL MEETING OF THE Stockholders of Zion's Co-operative Mercantile Institution, will be held in the Council House, in this City, on Monday, April 5th, 1880, at 2 o'clock p. m., for the transaction of such business as may be brought before the meeting.

Stock transfer books will be closed on the 1st of March and reopened on the 6th of April next. THOS. G. WEBBER, Secretary and Treasurer.

Salt Lake City, Feb. 13, 1880. td

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.

FELLOW'S COMPOUND SYRUP OF HYPO-PHOSPHITES

The Promotor 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 OF PRESIDENTS AND BISHOPS OF THE ORGANIZED STAKES OF ZION.

BEAR LAKE STAKE.

WM. BUDGE, President.
JAS. H. HART, GEO. OSMOND, Counselors.

Bear Lake County, Idaho.

BISHOPS.

Henry A. Lewis, George Town.
Joseph W. Moore, Bennington.
Chas. E. Robison, Montpelier.
H. H. Dairymple, Preston.
P. Jensen, Ovid.
Edwin N. Austin, Liberty.
Henry J. Horne, 1st Ward, Paris.
Robert Price, 2d " "
Wm. Hulme, Bloomington.
John A. Hunt, St. Charles.
Robert Pope, Fish Haven.
B. F. Lau, acting, Soda Springs.
John Kuntz, acting, Berne.

Rich County, Utah.

Joseph Kimball, Meadowville.
Ira Nebeker, Lake Town.
Rudolph H. Stewart, Randolph.
W. H. Lee, Woodruff.

BEAVER STAKE.

JOHN R. MURDOCK, President.
JOHN ASHWORTH, M. L. SHEPHERD, Counselors.

Beaver County.

BISHOPS.

Charles D. White, 1st Ward, Beaver.
John X. Smith, 2d " "
Robert Easton, Greenville.
Jos. H. Jones, Adamsville.
James McKnight, Minersville.

BOX ELDER STAKE.

OLIVER G. SNOW, President.
E. A. BOX, ISAAC SMITH, Counselors.

Box Elder County.

BISHOPS.

Henry Tingey, 1st Ward, Brigham City.
Alvin Nicholls, 2d " "
John D. Hurt, 3d " "
John Welch, 4th " "
Orin A. Perry, Three Mile Creek.
Geo. W. Ward, Willard City.
Peter C. Jensen, Mantua.
Thomas Harper, North "
Abraham Hunsaker, Honeyville.
John C. Dewey, Deweyville.
Oliver C. Hoskins, Portage.
Wm. Neeley, Bear River City.
Arnold Goodliffe, Curlew.
Samuel H. Kimball, Grouse Creek.

Oneida County, Idaho.

Geo. Dumford, Malad City.

CACHE STAKE.

WM. B. PRESTON, President.
M. W. MERRILL, CHAS. O. CARD, Counselors.

Cache County.

BISHOPS.

Benjamin M. Lewis, 1st Ward, Logan City.
Henry Ballard, 2d " "
Robert Davidson, 3d " "
Thomas X. Smith, 4th " "
William Hyde, 5th " "
Robert Daynes, Hyde Park.
Samuel Roskelley, Smithfield.
Wm. L. Skidmore, Richmond.
Wm. H. Lewis, Lewiston.
John Jardine, Clarkston.
Wm. F. Rigby, Newton.
Alma Harris, Benson.
Henry Hughes, Mendon.
William H. Maughan, Wellsville.
Orson Smith, Paradise.
O. N. Liljenquist, Hyrum.
George O. Pitkin, Millville.
Milton Hammond, Providence.
Harvey Dixon, Clifton.

Oneida County, Idaho.

William F. Fisher, Oxford.
Alexander A. Allen, Weston.
Lafayette L. Hatch, Franklin.
Rasmus Rasmussen, Mink Creek.
Robert H. Williams, Mound Valley.

DAVIS ST