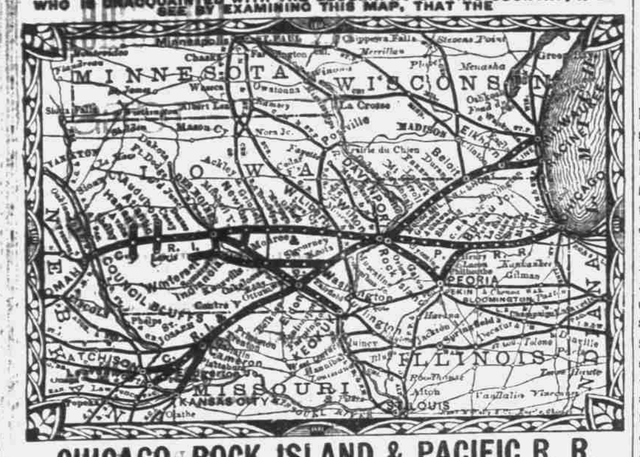
A MAN

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, Camden, 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 "Kansas 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. F. & 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. & D. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. 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 by 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 Ticket and Pass'gr Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden (daily), as follows:

LEAVE.

Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.

ARRIVE.

Daily Express	6.45 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 R. way, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Barking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879,

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woods Cross	7 23	4 08	50
Centreville	7 33	4 16	75
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 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 50
*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 3.30 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.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A. M.	
Salt Lake	1 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
LEAVE			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 41	11 20	1 65
American Fork	8 50	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
Levan	11 28	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 50	8 40	
Mona	2 06	9 20	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 10	11 55	2 50
	P. M.		
Springville	3 38	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 20	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 02	2 30	4 00
ARRIVE AT			
Sandy	5 20	3 40	4 65
LEAVE			
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 30	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	50
Lemmington	9 15	27	1 50
Hills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	52	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 30		
Hills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
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.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R. R. LINE

CONTINUOUS ALL-RAIL ROUTE!

NO CHANGE OF CARS!!

ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 8.15 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 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m., affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express Except Saturday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 8.05 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

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction	at 7.45 a. m.
" Jordan	at 7.55 "
" Revere	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.30 p. m.
" Revere	at 3.20 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS.

Leaves Bingham	at 4.30 p. m
" Revere	at 5.10 "
" Jordan	at 5.25 "
Arrives at Junction	at 5.35 "

J. G. KENNEDY, Manager.

S. D. BURNS, Ass't Supt.

DANGER IN DISGUISE!

Summer Pestilence Unearthed: its Causes Explained and Some Timely Advice About How to Avoid it.

CERTAIN VALUABLE FACTS MADE PUBLIC.

It is well known that hot weather brings sickness, and that few people go through the summer without unpleasant symptoms. The mouth becomes dry and parched, the tongue furred and white, the pulse irregular, the head feverish, the body cramped and the limbs swollen and tired. Ladies especially, with their natural delicacy and tendency to female troubles, find the hot weather almost unbearable, while Little Children are dying every day from exhaustion and because Parents neglect precaution and care. A prominent and well known physician of New York asserts as his positive belief that more than three-fourths of all so-called Summer complaints arise from disordered secretions, and that these secretionary organs, which, by being out of order cause so much trouble, are the Kidneys and Liver. These organs are the governors of the system, and by their movements the other parts of the body are regulated. The brain controls the life, but the lower part of the body rules the health.

There is one, and only one known vegetable that will absolutely regulate and control the Kidneys and Liver at all times and thus prevent the many dangers of the Summer. That vegetable (a West India leaf) is used as the basis of Warner's Safe Kidney and Liver Cure. It is pure, pleasant to the taste and absolutely certain in its results. It keeps those who intelligently use it in perfect health, and cures those whose secretions are deranged. For all urinary complaints of either sex it is infallible. For all bilious troubles it is certain. For the hot season it is invaluable, and it should be used upon the approach of the slightest symptoms. It may save your life or that of some dear friend; it will certainly prevent much suffering.

No remedy in America has ever received such high and enthusiastic commendations, and it is warmly

Endorsed by the Professions, the Press and the People.

An Editor's Escape.

OFFICE OF THE "INDUSTRIAL ERA," ALBIA, IOWA, May 26, 1880.

TO WHOM IT MAY CONCERN:

I take great pleasure in making the following statement: I have been afflicted with a disease of the kidneys for the past two years and have tried numerous remedies with only partial and temporary relief. Warner's Safe Kidney and Liver Cure was recommended to me, and after taking it the pain and distress left me, and I am to-day feeling *strong and well*. I am perfectly satisfied that Warner's Safe Kidney and Liver Cure is the medicine needed and can cheerfully recommend it to others. G. W. STAMM.

A Doctor's Certificate.

I hereby certify that I have been a practising physician for twenty-seven years, and for many chronic cases in my practice do recommend Warner's Safe Kidney and Liver Cure. It was upon my advice that G. W. Stamm, the editor, obtained this valuable remedy. A. A. RAMSAY, M. D.

A Pastor Made Happy.

I have been greatly troubled with my kidneys and liver for over twenty years, and during that entire time I was never free from pain. My medical bills were enormous, and I visited both the Hot and White Springs noted for the curative qualities of the water. I am happy to say I am now a well man, and entirely as the result of Warner's Safe Kidney and Liver Cure. With such glorious results, I am only too glad to testify regarding the remedy which has made me so happy. (REV.) P. F. HARKLER.

Coal Run Crossing, Arkansas.

An Educational Endorsement.

The Rev. C. A. Harvey, D. D., of the Howard University, of Washington, has written the following letter:

GENTLEMEN—I take great pleasure in stating that I have for two years past been acquainted with the remedy known as Warner's Safe Kidney and Liver Cure, and that in some cases which had been given up by practitioners of both schools, the speedy change wrought by this remedy seemed but little less than miraculous. I am convinced that no remedy for kidney troubles heretofore discovered can be held for one moment in comparison with it. Respectfully yours, C. A. HARVEY.

Arousing its Readers.

An alarm of fire at midnight is a startling thing, but not half so startling to many who hear it as would be the sudden knowledge of their own dangerous physical condition. Thousands of thousands are hurrying to their graves because they are carelessly indifferent to the insidious inroads of disease and the means of cure. It is the mission of H. H. Warner & Co., with their Safe Kidney and Liver Cure, to arouse men to a sense of their danger and then cure them.—*Memphis Appeal.*

The Friend of Delicate Ladies.

Warner's Safe Kidney and Liver Cure is the remedy that will cure many diseases peculiar to women. Headaches, neuralgia, disordered nerves, weakness, mental shocks, and kindred ailments are effectually removed by its use.—*The Mother's Magazine.*

Its Grand Reputation.

Warner's Safe Kidney and Liver Cure has reached a reputation that is not limited by the confines of section or country. There are no injurious substances nor false and temporary stimulants in the preparation. It is purely vegetable and compounded under a formula that has passed severe tests and won endorsements from some of the highest medical talent in the country.—*New York World.*

Journalistic Opinions.

Our exchanges come to us bountifully laden with commendatory notices of the wonderful cures effected in diseases of the kidneys and liver, and especially of dropsy, by the use of Warner's Safe Kidney and Liver Cure used in connection with Warner's Safe Pills. We feel sure if our friends who are suffering from like troubles would use these remedies they would be benefited.—*St. Alban's Advertiser.*

"It is the Only Thing."

PEEKSKILL, N. Y., April 13, 1880.

MESSRS. H. H. WARNER & CO.:

GENTS—My wife has been suffering for the past five years from the results of a premature birth, and during that time she has been under the doctors' care and treatment, for a disease peculiar to the female sex, and generally named as a *falling of the womb*. After a thorough examination the doctors finally concluded she had inflammation of the bladder, and changed their treatment accordingly, but as before without helping her in the least. We at last despaired of her ever being any better, and after expending an enormous amount of money—gave it up. But a little while ago one of your pamphlets having been left at my house, and her symptoms being so accurately described therein, we concluded to try your Safe Kidney and Liver Cure, and I can truly state that after five years of faithful trial of physicians, this is the only thing that has done her the least good. Sincerely, G. E. WOOD.

"The Best and Only Efficient."

628 L. St., WASHINGTON, D. C., June 8.

H. H. WARNER & CO.:

GENTLEMEN—I have known of the remedy called Warner's Safe Kidney and Liver Cure, and can personally testify to its efficiency in kidney and liver troubles. I can truthfully say that in my opinion it is the best and only efficient remedy for such troubles ever brought before the public.

Yours very truly, (COL.) JOHN K. MCCARTHY.

This Great Natural Remedy, which has received so many enthusiastic endorsements and has performed such universal cures in all diseases of the urinary organs, is for sale by Druggists in every part of the world. Those who have never tried it should not fail to keep it on hand; those who have tried it and know its merits, would not be without it for a moment. It effectually avoids all

WATER BARGES, [illegible]

Seasonable Safeguards

d428 w3

EVENING NEWS.

Thursday, Oct 14, 1880.

ON THE WAY.

(Continued.)

SUNSET, Apache County, Arizona, Sept. 29, 1880.

Editor Deseret News:

On Monday the 20th, after a rather long call upon Mr. Barth in the upper St. Johns, from whom we learned there were some chances for difficulty about the water claims, purchased by Bro. J. C. Naile above the claim purchased by Bro. Tenney, we drove 3 miles in a southeasterly direction, over a tolerably good up hill road, to Round Valley on the headwaters of the Little Colorado, which at this point is a very fine mountain stream. Why this valley is called round is more than I can tell, for it is as angular as it could well be, but it is a very fine little valley, but the heart and cream of it is in the hands of Mexicans and outside whites. This valley has very many natural advantages and is altogether a very desirable location. The climate is cold like Panguitch, plenty of good timber within 10 miles, plenty of good land and water. Our people will build up two villages in this valley four miles apart. The valley slopes generally to the north and lies up to the foot of the Mokeyone mountains. This valley has also another attraction, it has the county seat of Apache County.

On the 21st Bros. Brigham and John W. Young came to us, having traveled almost night and day from the grading camp to overtake us. We drove 16 miles to Nuteroso over a very rough road much of the way in a southeast direction and spent dinner with Brother Minerly, and then went on; Bro. Maxwell and Allred came out and piloted us into the Bush Valley for after dark. A very good meeting was held with the Saints in this place, which was addressed by Bros. Snow, B. Young, and J. W. Young and Prest. Jesse N. Smith. This is a splendid valley for a summer dairy ranch, too high up and cold for farming and very little water. The valley is narrow, is on the frontier, exposed to Indians and surrounded with extensive forests of pine timber. It is the finest grass country I have ever seen almost. There are quite a number of families in this valley, generally living in a partially built fort. This valley is, I presume, about 8,000 feet above sea level. Victorio and his band paid them a friendly visit last summer and, as he was stealing very much in need of some good horses, he borrowed what he could find in the valley, and has since only returned two or three, which no doubt escaped from him; he hath need of the rest yet. I call the visit a friendly visit because he did not kill any of them when he had a good chance to do so, but he went down 15 miles below and killed five men, seven women and three children, Mexicans. They were instructed to fort securely, and a townsite was chosen for them about one mile above the fort, when they can safely build upon it.

On the 22nd, we drove back to Nuteroso, held meeting, took dinner, and Bros. Snow and Young selected for them a townsite, half-a-mile above Minerly's place, across the creek, on a dry bench sloping to the west and north. Part of our company drove ahead and held meeting in Round Valley before dark, and after Bro. Snow came in, another meeting was held and much suitable and good counsel was given through Bros. Snow and Jesse N. Smith.

On the 23rd, we drove five miles up the valley to where a number of our families are settled, and Brother Snow approved of the townsite they had laid out, as well as the one on which the brethren have built in the lower end of the valley. We also drove 35 miles from here, in a northwesterly direction, over a tolerably fair road, to Erastus, on the Concho, where we arrived after night and took the good folks by surprise, but they very soon turned out to us a royal supper of mush and milk.

When we were in this town on the 17th, we held meeting by moonlight. At this place Brothers B. Young, Jesse N. Smith and Lorenzo Hatch came to us again, after leaving us in the morning at Round Valley, and went by way of St. John, where they parted with Bro. John W. Young, who, from press of business, was obliged to return to his railroad camp. On the 24th we drove out on the road to Snowflake, 10 miles to the tanks, watered our teams and drove five miles more into the cedars, and nooned; and were able to reach Snowflake in good time. This place reminds me very much of the old-fashioned beginnings of Mormon settlements in Utah. A snug little town laid off and buildings put up on the town lots, and the farming land fenced in one large field with a lane through it leading to the town, which is situated upon Silver Creek, a very important tributary of the Little Colorado, and its general course from its rise in the Mokeyone mountains, is from southeast to northwest. The very nice little town of Walker lies three miles above it on the same stream. There is an air of life and stability about these towns which, in contrast with the Mexican style of towns and indifferent or no farming, is very satisfactory. Bro. Wm. J. Flake purchased this place and has divided it up with those good Latter-day Saints in this country who wanted homes.

On Saturday and Sunday, the 25th and 26th inst., the East Arizona Stake Conference was held in Snowflake, and there was a large audience in attendance. The choir did good service in making music, and the spirit of the Lord was poured out abundantly upon the brethren who spoke, and each and all seemed to get their portion in due season. The organization of the Stake was completed; a High Council was chosen and set apart, and cast lots for their permanent numbers. Following is a list of the Bishops and the wards over which they preside:

John Hunt, Bishop of Snowflake.

David K. Udall, Bishop of St. Johns.

Joseph K. Rogers, Bishop of Smithville.

Edward A. Noble, Bishop of Bush Valley.

Peter J. Christofferson, Bishop of Round Valley.

Sextus E. Johnson, Bishop of Erastus.

James C. Owens, Bishop of Woodruff.

J. N. Standiford, Bishop of Walker.

Saturday evening all hands went up to Walker and held there a good meeting, and their house was crowded to overflowing. We found a most cheerful welcome and an excellent spirit wherever we went. Full reports of the Stake were read, including the Relief Societies, Mutual Improvement Associations of the Y. M. and Y. L. reports.

Brother Flake concluded to send his son Charles L. Flake to the B. Y. Academy, and he joined our party.

Sunday evening we hitched up and drove 20 miles down the river to Woodruff, where a meeting was held with the Saints of that place, which was addressed by Brothers Snow and Dame.

On Monday morning we took a good look at the massive dam the good people of Woodruff have put in the river. It is an enormous work, and still they have not yet got the water out on the land. I consider they have a very fine and desirable place as soon as they have permanently mastered the water and made it certain to their town and farming land. Their dam must be 80 feet long on top and 30 feet deep in the middle. On our way to St. Joseph as we crossed the Rio Perqui, we found Prest. Lot Smith's light wagon fast in the quicksand, and the near fore arm broken off, but the chief had escaped with some other light conveyance, so as to keep ahead of us. At this point, as we looked a few hundred yards ahead of us on the road, we saw a Spaniard approaching us who seemed to be carrying a dead man in front of him at full speed, and I wondered if he had been in a duel, or murdered outright in cold blood; the cold chills crept tantalizingly up my spine as he came so near to us that we could not be deceived, sure enough he was dead—dead drunk. We reached St. Joseph, 24 miles from Woodruff, in good time. We held meeting at 3.30 p. m., and again at 7 p. m. Brother Snow was too tired to speak in either meeting. The good spirit was abundantly with Brother Brigham and others who addressed the Saints. The people here are living in the United Order, and appear very comfortable and happy. Their homes are very tidy indeed. Each family has their own table and do their cooking, eating and all things separately, yet their property is all in common, and they work together and draw their supplies from one common storehouse. There are 17 families in St. Joseph and they seemed as happy as could be. We hoped to find Bro. Isaac Thurley here to repair Bro. Snow's carriage, as it was now so badly broken that it must be fixed and when we were looking at the broken part and feeling a little as if we did not know when we could not go on, a Gentile friend came up and volunteered his services, and did a splendid job for us. On the 28th we drove to Sunset, 26 miles, and were welcomed by Prest. Smith and his comfortable United Order family, and we fared first-class with them, taking our meals with them in the large dining hall at the long table. The food was exellent, well cooked and served up in as good shape as it is where we live. Prosperity is evident on every hand, and their society is all that one can ask for. No profanity, no stealing, drunkenness, nor even drinking anything intoxicating. Two splendid meetings were held in Sunset to-day, and the High Councilors were set apart and ordained to the High Priesthood. This evening after supper we drove to Brigham City and held meeting with the good people of that burg, and it was addressed by Bros. Snow, Young and Smith upon practical subjects. Bro. Lake's company are unfortunate in losing their crops again this year.

To-morrow morning Bro. Brigham will start for John W.'s railroad camp, and on by rail to Manassa and home, where he will arrive perhaps about the 15th of October, and Bro. Snow and the rest of his company will move out for home to-morrow morning by way of Moanceppy, Lee's Ferry, and Kanab, and will reach Salt Lake or Tooele about the 22d day of October.

F. M. LYMAN.

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— THE — BIBLE AND POLYGAMY, An Authenticated Phonographic and Verbatim report of the Celebrated DISCUSSION BETWEEN PROF. ORSON PRATT AND THE REV. DR. J. P. NEWMAN, On the Subject, DOES THE BIBLE SANCTION POLYGAMY? Held in the New Tabernacle, Salt Lake City, August 12th, 13th and 14th, 1870. To which is added the Correspondence preparatory to the Discussion between the Rev. Dr. J. P. Newman and Prest. Brigham Young. Also DR. NEWMAN'S MARGINAL LAW —AND— THREE DISCOURSES On the Same subject, by PRESIDENT GEO. A. SMITH AND ELDERS ORSON PRATT AND GEORGE Q. CANNON. PRICE, 50 CENTS

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ADMINISTRATOR'S SALE OF REAL ESTATE.

PURSUANT TO AN ORDER OF THE Probate Court of Salt Lake County, Utah Territory, attested the 5th day of October, A.D. 1880, the undersigned administrator of the estate of Charlotte Riley, deceased, will sell to the highest bidder for Cash, subject to confirmation by the Probate Court of said County, at the front door of the County Court House in Salt Lake City, on Wednesday, the 27th day of October, A.D. 1880, at 12 o'clock m. the following described property, to wit:

The southwest quarter of Lot 4, Block 61, Plot C, Salt Lake City Survey, containing fifty square rods. Five rods fronting on North Temple Street and ten rods fronting on Sixth West Street, more particularly described and bounded as follows: Commencing at the southwest corner of said Lot 4, thence north ten rods, thence east five rods, thence south ten rods, thence west five rods to the place of beginning.

THEO. McKEAN, Administrator.

Salt Lake City, October 5th, 1880. td

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