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.

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, 51 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.

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, 24 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	[illegible]
Centreville	7 33	4 16	[illegible]
Farmington	7 40	4 33	1 00
Kaysville	8 12	4 52	1 33
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	8 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 3[illegible]
Centreville	11 04	7 44	1 6[illegible]
*Woods Cross	11 13	7 53	1 7[illegible]
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 6.50 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.

THE OLD RELIABLE

FORT WAYNE & 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 Fast 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 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 10.55 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 3.37 a. m.; Baltimore 7.45 a. m.; Washington 9.05 a. m.; Philadelphia 8.00 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 7 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. 3 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 23, 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 15th, 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 28	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 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.

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	
Lemmington	9 15	27	1 50
Mills	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		
Mills	2 15	9	
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.

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 .... 8.30 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. 390

PATENTS

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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Opposite Patent Office, Washington, D. C.

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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.

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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

EVENING NEWS.

Friday, - - March 19, 1880.

Correspondence.

U. & N. R. R.

TERMINUS U. & N. R. R.,
March 12, 1880.

Editors Deseret News:

Thinking your numerous readers would like to hear from this part of Idaho, I take the present opportunity of informing you of the progress of the U. & N. R. R. We left Richmond on the 23d of February on the construction train for the purpose of laying the track from the head of Beaver Cañon to Red Rock Station, to which place the road is graded, a distance of 20½ miles. The snow was quite deep in Cache Valley, but as we continued on our journey the snow gradually disappeared, and, on arriving at Black Rock, we found ourselves in a region bare of snow, which continued to increase in depth as we neared the Dives, the present terminus of the U. & N. R. R. in Beaver Cañon.

We arrived at the terminus on February 24th, where we found the snow very deep, covering the streets to a depth of about four feet. On the morning of the 25th we commenced shoveling our way up Beaver Cañon. The snow was drifted in some cuts to a depth of 10 feet. After one week of shoveling, we gained the head of the cañon and end of the track. On the night of the 28th of February, the outgoing train for Ogden was drifted in at a point nine miles from the Dives, with two engines and a snow plow. About 50 of us started down to help shovel her out, which was accomplished at 2 o'clock at night. In the meantime, the temperature ranged from 20° to 35° below zero. It has been blowing and drifting here every day since our arrival.

On the second of March, tracklaying was commenced, and has continued ever since, but necessarily very slow, on account of snow and other disadvantages. On the 9th of March, the track at 12 o'clock m. reached the summit of the Rockies, also the division line of Idaho and Montana, 6,869 feet above sea level. At half-past 12, the train arrived with a very large number of visitors, among whom was a number of the fair sex, who came to witness the driving of the silver spikes for the line which will connect Montana with the longest narrow guage road in the world.

At 12.35 o'clock the silver spikes were driven, each of the parties present having the privilege of giving it a rap (some of the uninitiated, however, hit the rail oftener than the spike). The road was dedicated to Montana in a flow of champagne, by Miss Lillie Lingo, of the Dives, who performed the ceremony in a modest and becoming manner. For those who were so inclined there was a supply of liquids on hand, kindly supplied by Colonel Hall, conductor of the construction train. Everything passed off pleasantly, and too much credit cannot be given Messrs. Hendricks and Ricks, for their enterprise in laying this track in the midst of cold weather and snow.

Yours truly,
JAMES F. WILKIN.

Bee Keeping—Answer to "C. T."

SALT LAKE CITY,
March 19th, 1880.

Editor Deseret News:

In reading the EVENING NEWS of March 11th, I find a correspondence from one signing "C. T.," instructing the people upon the subject of bee culture. I would not have replied to said correspondence did I not believe it the duty of some one to do so, as the forenamed "C. T." shows great lack of understanding in regard to the subject. I do not wish to crowd your paper with any waste of words or with a lengthy correspondence, but I will come to the point at once.

"C. T." says that the bee-keepers have had poor success the last few years on account of disease among the bees, but I will say for his information that more bees die from bad bee-masters than any other disease the bees of Utah have to contend with, and that if the bee-keepers will just follow the instructions of said "C. T." many more bees will die than do at present. "C. T." informs us that a new swarm should be left where they are hived until late in the evening, then they can be removed to the proper place.

Allow me to say that the above instructions show the writer to know very little of the nature of the honey bee; for in a very short time the bees mark the place of their new home and know of none other except the one they came from, and that is now no home for them; the consequence is, the bees leave their home in the morning, not knowing it to have been moved from its place of the previous day, gather a load of honey, etc., and then return to the location and find the hive gone, and they know nothing of its whereabouts and fly about until they die or return unto the parent hive. Now the new swarm can ill afford to lose its workers in that way, and the result is, the swarm is not so strong as it should be.

The far better way is as follows: As soon as we have the swarm into the new hive, put it where it is intended to remain, and all will go well. In the next place, he says it helps a swarm very much to give them a straight comb as a guide to build from. Does any man that ever kept bees think they need a pattern to work from, as the writing of "C. T." seems to imply? That is another indication of the limited experience of your correspondent. It is not in the nature of bees to build straight combs except under certain conditions, and to induce them to build all straight combs those conditions must be complied with. Give the bees plenty of room they will build crooked combs; they have a reason for it which I will not name at this time, but in order to have straight combs, give the new swarm two or three straight combs, not one, as "C. T." informs us, and put them into the hive. Put an empty frame between each of the straight combs, then put a straight board behind the last comb, so that the bees can go between the comb and board and leave it so until the two frames are filled with comb. Then you can spread the combs and board so as to make room for one more frame, etc., until you get your hive full of comb just as straight as the leaves of a book. But care must be taken not to give them more comb than the bees can cover.

The above can all be done in less time than it takes to write it. It is not that the bees do not know how to build, as "C. T." seems to think, but the condition needful to induce them to do so is lacking.

Again, "C. T." informs us how to make a cheap bee-hive. He wrote some time ago to the DESERET NEWS about the same hive, but it is very evident to me that he never used it until after his first correspondence to the DESERET NEWS, as he did not know what would be the result of the air chamber he tells us to make, until I informed him personally. But in the NEWS of the 11th, he tells us to make an air chamber, and tells us to put shingles or boards over the combs or the bees will fill it with combs, etc. He has learned that much since his first correspondence to the NEWS. But if he had ever used the hive with the air chamber, as he calls it, he would have known it before I told him of it, which he really did not, but for what purpose he tells us to make an air chamber, I do not know. The bees have no use for it, neither have the bee-keepers, so I say, leave it off, except it be made large enough to hold honey boxes; if so, it will be all right, but not otherwise.

I will close by advising your correspondent, "C. T.," to spend one dollar upon a book, called the A B C of Bee Culture, Published by A. I. Root, Medina, Ohio, read the book over and then read the two letters he has written to the DESERET NEWS, when he will see himself as others see him.

Yours respectfully,
BENJAMIN JUDSON.
P. O. Box 1104, Salt Lake City.

VIRGINIA CONFERENCE.

The Virginia Conference was held at the Chestnut Branch, Sontag, Franklin County, Va., March 6th and 7th, 1880, at 11 a. m.

Elders John Morgan, H. W. Barnett and Seth A. Langton, were present.

After opening services, Elder S. A. Langton spoke on the first principles of the Gospel. He said that according to the Apostle Peter's declaration, the promise of gospel blessings was not only to the generation then living, but to the most distant generations of mankind.

Elder H. W. Barnett made a few remarks in relation to the gifts and blessings enjoyed by the Saints of the Primitive Apostolic Church, and which were again restored and enjoyed by the Latter-day Saints.

Prest. John Morgan addressed the congregation on Pre-existence and Restitution, showing that man was an eternal progressive being, constituted morally, intellectually and spiritually for the enjoyment of the blessings of immortality and glory, through the holy gospel of our Lord and Savior Jesus Christ, and that the earth, when sanctified, will be the Saints' celestial abode.

Singing.

Prayer by Elder H. W. Barnett.

6.30 p. m.

After opening exercises, Prest. John Morgan addressed the audience on the restoration of the everlasting gospel and the universal reign of righteousness.

Sunday, 11 a. m.

After singing and prayer the authorities of the Church were presented and unanimously sustained.

Elder John Morgan was sustained as President of the Southern Mission.

Elder H. W. Barnett was sustained as President of the Virginia Conference.

Elders Seth A. Langton, Mathias F. Cowley, W. W. Fife, Richard G. Hill and Richard A. Ballantyne were sustained as traveling elders in this conference.

Elder Thomas Pinckard was sustained as President of the Chesnut Branch.

The statistical report showed, baptisms 65, and emigration 52 since July 1st, 1879. Future prospects appear favorable for the accomplishment of a good work.

President John Morgan delivered an excellent discourse on the fundamental principles of the Gospel, taking as a foundation for his remarks the 10th verse, 8th chapter of Isaiah, "To the law and to the testimony; if they speak not according to this word, it is because there is no light in them."

God's Spirit richly prevailed during the meetings.

Conference closed by singing, benediction by Elder H. W. Barnett.

H. W. BARNETT.

March 8, 1880.

AN ORDINANCE

AMENDING "AN ORDINANCE TO PROVIDE FOR ASSESSING AND COLLECTING CITY TAXES," PASSED MARCH 12. 1878.

SECTION 1. *Be it ordained by the City Council of Salt Lake City;* That "An ordinance to provide for assessing and collecting city taxes," passed March 12, 1878, is hereby amended as follows: Section two of said ordinance is hereby amended by adding to the end of said section the following exemption: "Twelfth—Wearing apparel, beds, bedding, stoves, chairs, etc., not exceeding one hundred dollars in value for each family."

SEC. 2. Section three of said ordinance is hereby repealed, and the following substituted in lieu thereof: "Property other than money shall be assessed at a fair cash valuation; money loaned, on hand or on deposit, shall be assessed at its legal value; real estate shall be listed as real estate, and personal property shall be listed as personal property. Real estate taxable under this ordinance shall be listed and assessed as valued on the first day of January in each year; all other property taxable under this ordinance shall be listed and assessed as valued on the day of assessment. From credits taxable under this ordinance, debts due and owing by the party to be assessed shall be deducted in listing and assessing.

SEC. 3. Section thirteen of said ordinance is hereby amended by striking out the words "on or before the first Monday in April," and substituting in lieu thereof, "after the first day of January and on or before the second Tuesday in July." Also by adding to said section the following: "If at any time after the assessment is made, and during the year, it should be ascertained that any taxable property has not been assessed, the Assessor may assess the same, and make report thereof to the City Council, and the City Council shall cause the same to be entered in the Collector's roll for collection.

SEC. 4. Section fourteen of said ordinance is hereby amended by inserting after the word "taxpayer" the words "by mail, postage prepaid,"

SEC. 5. Section eighteen of said ordinance is hereby amended by adding to said section the following: "And the City Auditor shall credit the Collector with the amount of the tax due thereon and costs to date of sale."

SEC. 6. Section twenty-five of said ordinance is hereby amended by striking out the word "December" wherever it occurs in said section and substituting the word "May" in lieu thereof.

SEC. 7. All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Passed March 16, 1880.

FERAMORZ LITTLE,
Mayor.

JOHN T. CAINE,
Recorder.

TERRITORY OF UTAH, Salt Lake City. } ss.

I, John T. Caine, Recorder of Salt Lake City, do hereby certify that the foregoing is a full, true and correct copy of an ordinance entitled "An Ordinance amending 'an ordinance to provide for Assessing and Collecting City Taxes,' passed March 12th, 1878," passed by the City Council of said city on the 16th day of March, A. D., 1880, as appears of record in my office.

In testimony whereof, I have hereunto set my hand and affixed the Corporate Seal of Salt Lake City, this 17th day of March, A. D., 1880.

[SEAL.]

JOHN T. CAINE,
Recorder.

d3t

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.

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

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Balsam of Indian Root,

Prepared only by us.

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The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

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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.

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He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

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FOR MATERIAL AND MASON-WORK, both rock and brick, for erection of the new Co-operative Store for Z. C. M. I. at Ogden, will be received at our office in Salt Lake City, until Saturday, the 20th instant.

For plans, specifications and particulars, apply at our office, or to Obed Taylor, Architect, Salt Lake City.

The right to reject any and all bids is reserved.

dtd H. S. ELDREDGE, Supt.

WATCHES, JEWELRY.

BEAUTIFUL AND CHEAP,

Consisting of Brooches, Earrings, 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

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

Articles and Workmanship guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN

NOTICE TO CREDITORS.

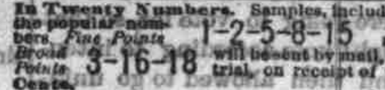
Estate of Mary V. M. Jackman deceased.

NOTICE IS HEREBY GIVEN BY THE undersigned Administrator of the Estate of MARY V. M. JACKMAN, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers within four months after the first publication of this notice to the said Administrator at his office, at the County Court House, in Salt Lake City, County of Salt Lake, Territory of Utah.

THEO. McKEAN.
Administrator of said deceased.

Dated at Salt Lake City,
March 6, 1880. 87 es 4t

SPENCERIAN STEEL PENS



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Children Cry for Pitcher's Castoria.

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

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TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.

South Side of South Temple Street, a little East of Eagle Gate.

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J. WILLIAMSON,

Of the Cedar Valley Meat Market, has opened a branch market at

NO. 75 SECOND SOUTH STREET.

Just west of the Idaho Store, at the old

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For the better accomodation of his friends in that part of the city. He will keep a

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In Season, which he will deliver free to his patrons.

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WE ARE PREPARED TO FURNISH

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S. LATIMER, G. H. TAYLOR, G. ROMNEY, F. ARMSTRONG

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REDUCTION IN PRICES!

Utah Red and White Pine of all kinds, eastern Finishing Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

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Red and White Rustic, Ceiling, Siding, Lath, Pickets, Flooring.

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MOULDINGS IN GREAT VARIETY.

Frames of all Kinds Made to Order Very Cheap.

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DEPOSITS ON INTEREST.