UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 30TH, 1882.

GOING SOUTH.

No. 7. FREIGHT.	No. 5. MIXED.	No. 3. PASSENGER.	No. 1. PASSENGER.	Distance. MILES.	Fare	STATIONS.	Fare	Distance. MILES.	No. 2. PASSENGER.	No. 4. PASSENGER.	No. 6. FREIGHT.	No. 8. FREIGHT.
						GOING NORTH.						
Lv 3.00 pm	Ar 1.40 am	Lv 6.15 pm	Lv 10.10 am								Ar 11.10 am	Ar 8.15 pm
4.00 "	2.40 "	7.00 "	11.00 "			....Ogden....	35.00	230	Ar 6.50 pm	Lv 8.40 am	Lv 10.20 "	Lv 7.40 "
4.35 "	3.20 "	7.35 "	11.35 "	8	.45	....Summit....	14.00	272	Lv 4.00 "	Lv 8.10 "	" 9.54 "	" 7.00 "
5.05 "	3.55 "	8.05 "	12.05 pm	15	.85	....Kaysville....	14.30	254	" 4.35 "	" 7.40 "	" 9.20 "	" 6.35 "
5.30 "	4.20 "	8.30 "	12.30 "	22	1.40	...Farmington..	13.85	248	" 4.12 "	" 7.15 "	" 9.02 "	" 6.00 "
5.45 "	4.35 "	8.45 "	12.45 "	28	1.40	...Centerville...	13.65	254	" 4.10 "	" 7.00 "	" 8.37 "	" 5.45 "
Ar 6.30 "	Lv 5.00 "	Ar 9.00 "	Ar 1.30 "	33	1.50	...Wood's Cross..	13.25	261	" 4.02 "	" 6.35 "	" 8.17 "	" 5.15 "
				37	2.00	...Salt Lake....	13.00	263	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
						GOING SOUTH.						
						....Salt Lake....		263	Ar 10.00 am	Ar 5.00 pm		
				37		....Salt Lake....		263	Lv 9.27 "	Lv 4.35 "		
				41	2.30	....Morgan....	12.79	237	" 9.02 "	" 4.20 "		
				44	2.35	....Germania....	12.65	236	" 8.57 "	" 4.15 "		
				46	2.45	....Lewendahl's..	12.55	234	" 8.47 "	" 4.05 "		
				49	2.65	....Junction....	12.25	231	" 8.19 "	" 3.50 "		
										" 3.50 "		
				50	2.70	....Sandy....	12.20	230	" 8.15 "	Ar 3.35 "		
										Lv 3.00 "		
				54	2.90	....Draper....	12.10	226	" 9.00 "	" 1.40 "		
				68	3.55	....Lehi....	11.35	212	" 8.10 "	" 1.35 "		
				71	3.80	..American Fork..	11.30	209	" 8.07 "	" 1.30 "		
				74	3.95	..Pleasant Grove.	11.05	206	" 7.55 "	Lv 12.20 am		
									Lv 7.25 am	Ar 11.45 pm		
				86	4.50	....Provo....	10.20	195	Ar 7.00 "	Lv 11.30 "		
				90	4.80	....Springville...	10.20	190	Lv 6.01 "	" 11.00 "		
				95	5.10	..Spanish Fork..	9.00	185	" 6.05 "	" 10.30 "		
				103	5.60	....Payson....	9.60	177	" 6.16 "	Ar 10.00 "		
										Lv 10.00 "		
				108	5.75	..Santaquin....	9.25	172	" 6.08 "	Ar 9.40 "		
										Lv 8.45 "		
				129	6.40	....Mona....	8.60	160	" 5.30 "	" 8.07 "		
				135	6.65	....Nephi....	8.15	152	" 5.08 "	" 7.09 "		
				147	7.60	....Juab....	7.40	138	" 4.30 "			
						MIXED.			MIXED.			
				152		....Juab....		138	Ar 4.00 am			
				161	8.05	....Mills....	6.95	129	Lv 3.15 "			
				167	8.90	...Lemmington..	6.10	113	" 1.50 "			
				185	9.90	....Riverside....	5.10	95	" 12.25 "			
				194	10.35	....Deseret....	4.65	86	" 11.45 pm			
				213	11.35	....Neels....	3.65	67	" 10.15 "			
				241	12.85	...Black Rock...	2.20	39	" 7.35 "			
									Ar 6.10 "			
				263	14.00	....Milford....	1.00	17	Lv 4.15 "			
				280	15.00	....Frisco....			Lv 4.00 "			

No. 3 Train, leaving Salt Lake City at 6 a. m., will connect with the D. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Nephi for Fort Gibson and Sevier Valley; at Juab for Fillmore and Southern Utah; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 1:50 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway at Ogden for the West.

No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

W. FRANCIS COPE, Gen'l Ft'l and Pass. Ag't. 1604 JAMES SHARP, Ass't Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.

THE MAN WHO IS ACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, SEES BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

This main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Depeso, 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, Keokuk, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, 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 road, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pull-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 nicely 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. 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 the S. J. & K. 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.

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	2.30 a.m.
ARRIVE.	
Daily Express	5.15 p.m.
Mixed	5.40 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.

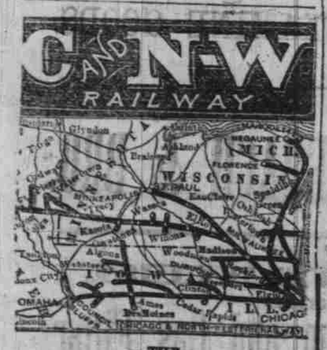
At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

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, General Ticket Agent, Omaha.
E. H. CLARK, Gen'l Superintendent.

C. AND N.-W. RAILWAY



THE Chicago & North-Western RAILWAY

Is the Oldest Best Constructed Best Equipped and hence the

LEADING RAILWAY

OF THE WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS AND CHICAGO, MILWAUKEE

And all points East, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road.

It is the Only Road between COUNCIL BLUFFS and CHICAGO

Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the best Traveling Accommodations you will buy your tickets by this route. TAKE AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2nd V. P. and Gen'l Manager, Chicago.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at this office. One 500-lb. Platform Scale. Apply at this office. 685

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:

3.30 a.m. Special East Express Except Sunday.
With the popular Cincinnati Sleeping Car.
Reaches Pittsburg 2.50 a.m.; Harrisburg 6.45 a.m.; Philadelphia 9.60 p.m.; New York 12.35 p.m.; Boston 6.15 p.m.; Baltimore 6.30 p.m.; Washington 8.00 p.m. next day.

5.15 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 Sunday.
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 10.05 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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, General Passenger and Ticket Agent, CHICAGO.

BUSINESS OPPORTUNITY.

A MANUFACTURING INDUSTRY IN this Territory demands an active, energetic associate (to push and Superintend the business). And to a suitable young or middle-aged man of character and energy, having from $2000 to $5000, I will assign a one third or one-half interest in a good paying and most desirable manufacturing business, (which is destined in the near future to become one of the most important industries in the West.) present valuation of which is $15,000—balance of the purchase money, (for whatever interest conveyed) to be paid in quarterly payments out of the profits of the business. (Salary not to exceed $100 per month the first year.)

For a straightforward man willing to be active and devote his undivided attention to the business (fully capitalized and organized and will bear the strictest investigation.

Parties having self-reliance, business tact and good references and (those who mean business ONLY, please reply, for full particulars address, Manufactory, Deseret News Office.

THE Admiration OF THE WORLD. Mrs. S. A. Allen's WORLD'S Hair Restorer

IS PERFECTION!

For RESTORING GRAY, WHITE or FADED HAIR to its youthful COLOR, GLOSS and BEAUTY. It renews its life, strength and growth. Dandruff quickly removed. A matchless Hair Dressing. Its perfume rich and rare.

Established over 40 years. Enormous and increasing sales Throughout Europe and America.

ZYLOBALSAMUM (Mrs. Allen's)

A lovely tonic and Hair Dressing. It removes Dandruff, allays all itching, stops falling Hair and promotes a healthy growth with a rich, beautiful gloss, and is delightfully fragrant.

Price Seventy-five Cents in large Bottles. Sold by all Druggists.

Z. LAYNES, G. H. TAYLOR, G. ROMNEY, P. ARMSTRONG.

Lumber Yard —AND— PLANING MILL.

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

SHINGLES.

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

SASH, DOORS, BLINDS, —AND— Mouldings in Great Variety.

Frames of all Kinds Made to Order Very Cheap!

Window Glass.

Using large quantities ourselves, and dealing directly with the Manufacturers in CARLOAD LOTS, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

WOOD TURNING OF ALL KINDS.

LATIMER, TAYLOR & CO., ONE BLOCK EAST OF DEPOT.

DESERET Carriage and Wagon COMPANY,

SECOND SOUTH STREET, *One and a half Blocks East of Main Street,*

BUILD ALL SIZES OF FARM AND SPRING WAGONS

Fully Warranted for ONE YEAR.

Repairing in Woodwork, Blacksmithing, Painting, and Trimming.

SATISFACTION GUARANTEED. PRICES REASONABLE.

J. WALKER, Manager.

HALL'S VEGETABLE SICILIAN HAIR RENEWER

This standard article is compounded with the greatest care.

Its effects are as wonderful and satisfactory as ever.

It restores gray or faded hair to its youthful color.

It removes all eruptions, fishing and dandruff, and the scalp by its use becomes white and clean.

By its tonic properties it restores the capillary glands to their normal vigor, preventing baldness, and making the hair grow thick and strong.

As a dressing nothing has been found so effectual, or desirable.

Dr. A. A. Hayes, State Assayer of Massachusetts, says of it: "I consider it the best preparation for its intended purposes."

BUCKINGHAM'S DYE, For the Whiskers.

This elegant preparation may be relied on to change the color of the beard from gray or any other undesirable shade, to brown or black, at discretion. It is easily applied, being in one preparation, and quickly and effectually produces a permanent color which will neither rub nor wash off.

PREPARED BY R. P. HALL & Co., NASHUA, N. H.

SOLD BY ALL DRUGGISTS & DEALERS IN MEDICINE.

Health is Wealth!

DR. E. C. WEST'S NERVE AND BRAIN TREATMENT; a specific for Hysteria, Dizziness, Convulsions, Nervous Headache, Mental Depression, Loss of Memory, Paralysis or Premature Old Age, caused by over-exertion, excess or over work of the brain, which leads to misery, decay and death. One box will cure recent cases. Each box contains one month's treatment. One dollar a box, or six boxes for five dollars; sent by mail prepaid on receipt of price. We guarantee six boxes to cure any case. With each order received by us for six boxes, accompanied with five dollars, we will send the purchaser our written guarantee to return the money if the treatment does not effect a cure. Guarantees issued only by Z. C. M. I. Drug Store, Salt Lake City, Utah.

Orders by mail at regular price.

EVENING NEWS.

Tuesday, - - Feb. 14, 1882.

UTAH LEGISLATURE.

HOUSE.

Monday, Feb. 13, 2 p.m.

House met pursuant to adjournment.

Roll called; quorum present.

Prayer by the Chaplain.

Petitions were presented:

By Mr. Peterson, from John H. Hogarth and 106 others, residents of Manti City, Sanpete County, asking that a change be made in the boundary lines of that city. Referred to the committee on municipal corporations and towns.

By Mr. Blackburn, from H. S. Wright and 110 others, protesting against the removal of the county seat of Piute from Junction to Koosharem City, as it would work an injury to the inhabitants of the county.

Read and referred to the committee on counties.

By Mr. Partridge from H. S. Gowans and 178 others remonstrating against the repeal of the charter of Tooele City. The petition represents that that petition for the repeal of the said charter was signed principally by those not in favor of wholesome law for the regulation of the affairs of the city, while in their present condition a repeal of the charter would work a great injustice and injury to the inhabitants, as gambling houses, saloons and similar places could not be restrained. Read and referred.

A communication from the auditor was received representing that as the lease of the auditor's and treasurer's office would expire on the first of March the lessee desired to know whether the Assembly wished to renew the lease at $900 per annum. Referred.

Mr. Penrose, from the committee on claims and public accounts relative to the petition of John W. Turner sheriff of Utah County for relief to the amount of $1,400 connected with his official services in the arrest, trial and conviction of Fred. Welcome and Jack Emerson, reported that after duly considering the same the committee recommended that the sum of one thousand dollars be appropriated for the relief of petitioner. The report was accepted and the amount appropriated.

Mr. Thurman, from the committee on contingent expenses, in response to the House resolution reported that the sergeant-at-arms had received from James Jack, for postage for the use of members $200; from Z. C. M. I., for pocket knives, $92.31; from Z. Snow, for one vol. of the Statutes at Large, $5.20; upon the matter of periodicals etc., no report could be furnished at present

Mr. Booth did not think that the report complied with the resolution, and, moreover did not think that the Territory was liable to pay any of the expenses, except the item of $5.20 for the Statutes. Read the resolution of the House requiring an itemized report from the committee and moved its reference back to the committee.

Mr. Thurman stated that he had presented the report as he had received it, and was unable to render a different one.

Mr. Booth did not consider that the bushel of papers daily sent through the mail and paid for by the Territory was necessary to the conducting of the business of the assembly. Any correspondence concerning legislative business was alone necessary and lawful expense. The report was finally accepted.

The committee on counties, by Mr. Hatch, the chairman, reported upon the petition of F. W. Young and others, respecting the formation of two new counties, that the committee recommended that the petition be not granted. The recommendation was adopted.

Introduction of bills:

By Mr. Hatch, to provide for the creation of a Territorial board of police commissioners. Referred.

By Mr. Johnson, to create the office of Territorial Fish Commissioner, who, with two assistants, shall form a board to select kinds of fish adapted to the waters of the Territory, and cultivate the same; $2,000 being appropriated for that purpose. The officers shall hold their offices four years and report at stated intervals. Referred to committee on fish and game.

Special orders:

C. F. 15, a bill designating public holidays, was taken up. The amendment offered by Mr. Booth, providing that no days of grace shall be allowed on any promissory note, etc., was considered.

Mr. Booth stated that in most of the States the common law provision of days of grace had been repealed.

Mr. Penrose was in favor of such days of grace being granted, as they favored the poor.

Mr. Sharp was opposed to days of grace. Men who borrowed money for 60 days should be required to pay interest on 63 days if they took advantage of the days of grace.

Mr. Stout was in favor of striking out this section, as it had no relevancy to the bill defining public holidays. There is something sacred about the idea of a holiday; it savors of prayer meetings and love feasts. It was bad enough to have such bills and notes fall due on any other day without the unholy disturbance of a creditor. Also upon the provision making election days holidays. He looked upon that as a downright sacrilege, it is worse than profanity or getting drunk. Hoped the hon. gentleman would stand by him, for the welfare of the Territory pretty much depended upon it.

Mr. Thurman said that as the last speaker, perhaps, did not by actual experience know that getting drunk is worse than profanity, the hon. gentleman should give it a trial before making such statements. Was in favor of all trying it, and therefore favored the idea of election holidays.

Mr. Dusenberry stated that a provision in a recent bill for days of grace superceded the present and was therefore unnecessary.

Mr. Booth said that the days of grace provision was irrelevant to the present bill.

Mr. Stout again protested against the section, stating that if he was in order—and he knew he was—then the provision ought to be stricken out.

On motion the section was stricken out.

Mr. Preston moved to strike out the clause making election days holidays.

Mr. Stout considered holidays too sacred to mix up with such earthly things as elections; on holidays his mind was wholly absorbed in sacred things such as roast turkeys, while election days smelled too much of whisky.

Mr. Penrose and others favored the striking out of the section as holidays were often days of riot and tumult, and on motion the section was stricken out. The bill passed—ayes 22. Title approved.

C. F. 14, to incorporate Silver Reef City, was taken up and made the special order for next Wednesday.

General file:

H. F. 48, to provide for the revision of the compiled laws by a committee of three persons, who shall report to the Assembly of 1884, with all the laws framed in one bill, with marginal notes as to need of repealing, inconsistency, etc., was taken up.

Mr. Farr did not favor the idea of revision, as the expense would be too great as compared with the benefit derived.

Mr. Jaques suggested the revision of the laws once in ten years.

Mr. Stout stated that the compiled laws reminded him of a huge block of stone hammered into spalls, each succeeding Legislature having mutilated them, so that if an attorney could understand them at present, then he merited all the fees he received. It was much worse for the farming man appointed as justice of the peace. A farmer coming in from his plow to try a case, an intelligent lawyer could have whatever law suited his case in force, and quote it from the Compiled Laws. The book looked as though it had been struck with lightning. It was likely to be struck again, and therefore required stimulation. Was in favor of referring the corpse to a standing committee instead of deranging the minds of a special committee with its inconsistencies. The bill was finally sent to the judiciary.

Mr. Penrose presented the biennial report of the Territorial Superintendent of District Schools, pending the reading of which the House adjourned until Tuesday, 2 p.m.

Benediction.

Correspondence.

CASA GRANDA, Pima Co., A. T., January 7, 1882

Editor Deseret News:

In my last we were still at Smithville on the upper Gila, or the Valley of Pueblo, Veijo. On the evening of the 28th, we held meeting, when President Macdonald read the 84th sec. of the Book of Doctrine and Covenants, and spoke on that subject, Followed by Elder H. W. Brizzee and Bishop Joseph Rogers. On the morning of the 27th we visited the Sunday school under the superintendency of Elder A. P. Newell with Alfred Cluff and Winfield Moody his assistants. There are in this school 90 scholars enrolled and twenty-six efficient teachers. After roll call and the administering of the Sacrament they dispensed with their other exercises when Elder C. I. Robson addressed the school, followed by John S. Merrill. In the afternoon the sacrament was administered by Elder John Taylor and George M. Haws, when Elders C. I. Robson, John S. Merrill, D. P. Kimball and President Macdonald addressed the meeting on the subjects of local government, union, obedience, etc.

In the evening we met, and after singing and prayer by Elder Wm. Johnston, the choir, which cannot be excelled in this Territory, and is under the direction of Elder Peter McBride, sang, "Speak gently to the erring one," etc. Prest. Macdonald read the first chapter of John to the Ephesians, first chapter of Galatians, eighth chapter of Romans, 28th verse, first chapter of St. John and the fifth chapter of John's first epistle and spoke upon the matter contained therein.

About 10 a.m. on the 30th we bid the Saints in Smithville good bye. The Saints in this place feel well and expressed themselves as being well pleased with our visit, as this was the first they had had after three years' settlement.

From this place we travelled five miles up the river to Brother John M. Moody's, who has a beautiful ranch. After dinner we proceeded on three miles to Safford, the county seat of Graham County, thence six miles to Pueblo Viejo. At this point we leave the river, taking a southeast course into the Sansamon Valley. After travelling 26 miles, we came to Bowie station, S. P. R. R.; from here, 12 miles, brings us to Fort Bowie, in the Chiricahua Mountains, formerly one of the strongholds of Cochise, an Indian chief who had control of this part of the Territory for a long time. The graveyard here tells what it has taken to subdue him and his followers. We met Elders Wm. Teeples, Jas. McBride and five other young men working on a wood contract, who were pleased to meet us, and we spent the evening very agreeably.

On the morning of February 1st we left this place, Brothers Teeples, Eugene Holladay and Wm. Ransom accompanying us. Twenty-six miles across the east side of Sulphur Spring Valley brought us to Elder W. N. Fife's (ex-marshal of Ogden City). We found them all well and very busy making improvements. He is located on Oak Grove, which is situated on the west side of the Chiricahua Mountains 45 miles east of Toombstone and about 35 miles north of the Sonora line in a very beautiful grazing country with water enough for stock and garden vegetables with a saw mill six miles from his house which supplies a great deal of timber to Toombstone. In the evening we held meeting in Bro. Fife's house; there were four strangers present besides our company and Bro. Fife's family. Elders H. W. Brizzee and D. P. Kimball encouraged those present to live up to their privileges. They were followed by President Macdonald on the first principles of the Gospel. During the night we had four inches of snow fall.

In the morning we left for Toombstone, arriving 8 p.m. we spent the evening very agreeably with Dr. Greer and wife, formerly of Payson. I also visited John Young, son of Elder E. R. Young, of Wanship, who is doing a commission business under the name of Armstrong and Young.

Leaving here in the morning, 16 miles travel brought us to St. David making a distance of 250 miles that we have traveled since leaving here. After refreshing ourselves we held meeting in the evening, when Prest. A. F. Macdonald and Elder P. C. Merrill addressed the meeting on the government of God through his Priesthood, when Elder Calvin Reed was voted in to take charge of this branch till D. P. Kimball returns.

February 4th was spent in council with the brethren. In the evening there was a pic-nic party gotten up by the sisters of this place which was a very agreeable affair. Presiding Elder, D. P. Kimball gave some good instructions to the young in carrying out the counsels of the Priesthood in regard to round dances.

About noon an the 5th we parted with our friends at this place, Bro. Joseph McRae bringing us eight miles to Benson, at which place we took cars for Tucson. On our reaching this point the train was boarded by a doctor, who enquired into our health, especially if there was any symptoms of small-pox. We laid off here for the night in order to do some business with the U. S. Land office. Took train on the afternoon of the 6th for Casa Granda arriving here at 6.45 p. m. all well, and 40 miles from home, which place we expect to reach to-morrow night, which will make a distance of 610 miles that we have traveled, visiting all of our people that we could hear of in our circuit. Trusting that we have been able to do some good,

I remain, your brother in the gospel, CHAS. I. ROBSON.

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