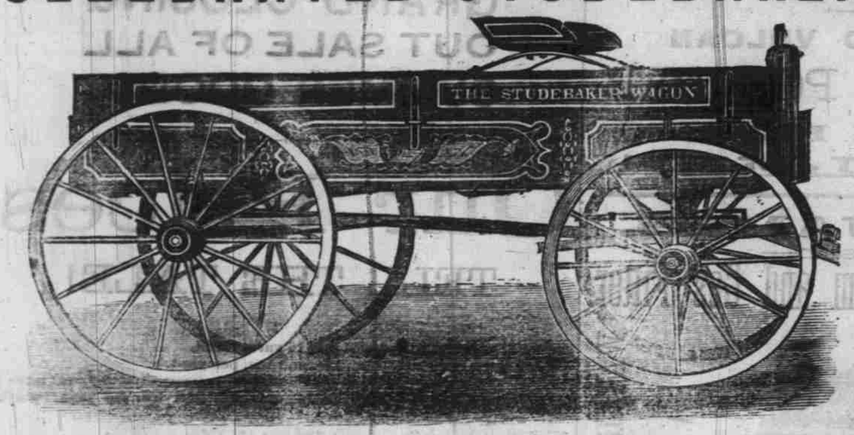
TRY THE CELEBRATED STUDEBAKER



UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH. No. 7. FREIGHT.	No. 5. FREIGHT.	No. 3. PASSENGER	No. 1. PASSENGER	Distance. MILES.	Fare	STATIONS.	Fare	Distance. MILES.	GOING NORTH. No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT	No. 8. FREIGHT.
Lv 3.30 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			..... Ogden	15.00	240	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
" 4.03 "	" 7.20 "	" 6.39 "	" 10.34 "	8	.45	..... Summit	14.60	272	Lv 4.58 "	Lv 8.18 "	Lv 10.34 "	Lv 7.40 "
" 4.23 "	" 7.55 "	" 7.00 "	" 10.55 "	16	.85	..... Kaysville	14.20	264	" 4.35 "	" 7.65 "	" 9.54 "	" 7.00 "
" 5.05 "	" 8.25 "	" 7.14 "	" 11.09 "	22	1.20	..... Farmington ..	13.85	253	" 4.21 "	" 7.41 "	" 9.29 "	" 6.25 "
" 5.0 "	" 8.45 "	" 7.25 "	" 11.20 "	28	1.46	..... Centerville ..	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
" 5.45 "	" 8.57 "	" 7.31 "	" 11.26 "	28	1.50	..... Wood's Cross..	13.55	252	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
Ar 6.30 "	Ar 9.40 "	Ar 7.55 "	Ar 11.50 "	37	2.02	..... Salt Lake	13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
	FREIGHT.								FREIGHT.			
	Lv 7.00 am	Lv 2.00 pm		37		..... Salt Lake		243	Ar 10 00 am	Ar 5.35 pm	Lv 4.55 pm	
	" 7.30 "	" 2 33 "		43	2.30	..... Morgan	12.70	237	Lv 9 37 "	Lv 4.55 "	" 4.25 "	
	" 7.50 "	" 2 58 "		44	2.35	..... Germania	12.65	236	" 9 32 "	" 4.25 "	" 4.15 "	
	" 8 00 "	" 3.34 "		46	2.45	..... Lovendahl's...	12.53	234	" 9.27 "	" 4.15 "	" 4.00 "	
	" 8.15 "	" 3.43 "		49	2.68	..... Junction	12.35	231	" 9.19 "	" 4.00 "	" 3.50 "	
	Ar { 8.20 " Lv { 9.15 "	" 3.48 "		50	2.70	..... Sandy	12.30	230	" 9.15 "	Ar { 3.55 " Lv { 3.00 "	Ar { 3.25 " Lv { 10.00 "	
	" 9.35 "	" 3.00 "		54	2 90	..... Draper	12.10	226	" 9.00 "	" 3.19 "	Ar { 9.40 " Lv 8.45 "	
	" 11.00 "	" 3.40 "		68	3.65	..... Lehi	11.35	212	" 8.07 "	" 1.25 "	" 7.10 "	
	" 11.15 "	" 3.50 "		71	3.80	American Fork.	11.20	209	" 8.07 "	Ar { 1.10 " Lv { 12.20"	Lv { 12.20" Ar { 11.45am	
	Ar { 11.30 " Lv { 12.20pm	" 4.00 "		74	3 95	Pleasant Grove.	11.05	206	" 7.55 "	Ar { 1.10 " Lv { 7.35 "	Ar { 11.45am Lv 11.22 "	
	" 1.30 "	" 4.30 "		85	4.50	..... Provo	10 50	195	Ar { 7.05 " Lv { 6 51 "	Ar { 7.35 " Lv { 11.00 "	" 11.00 "	
	" 1.03 "	" 4.44 "		90	4.80	..... Springville..	10.20	190	" 6 51 "	" 11.00 "	Ar { 10.05" Lv { 9.40"	
	" 1.25 "	" 4.58 "		95	5.10	..... Spanish Fork.	9.90	184	" 6.38 "	Ar { 10.05" Lv 8.45 "	" 8.07 "	
	" 2.00 "	" 5.20 "		103	5.50	..... Payson	9.50	17?	" 6.16 "	" 8.07 "	" 7.00 "	
	Ar { 2.30 " Lv { 2.50 "	" 5.35 "		103	5.75	..... Santaquin	9.25	172	" 6.03 "			
	" 3.45 "	" 6.07 "		120	6.40	..... Mona	8.60	160	" 5.30 "			
	" 4.23 "	" 6.29 "		128	6.85	..... Nephi	8.15	152	" 5.08 "			
	Ar 5.30 "	Ar 7.05 "		141	7.60	..... Juab	7.40	138	" 4.30 "			
		MIXED.							MIXED.			
		Lv 7.35 pm		142		..... Juab		138	Ar 4 00 am			
		" 8.15 "		151	8 05	..... Mills	6.55	129	Lv 3.15 "			
		" 9.40 "		167	8.95	..... Lemmington ..	6.10	1 3	" 1.10 "			
		" 11.05 "		185	9.90	..... Riverside....	5.10	95	" 12.25 "			
		" 11.45 "		191	10.25	..... Deseret.....	4.65	86	" 11.48 pm			
		" 1.15 am		213	11.35	..... Neels.....	3.85	67	" 10 15 "			
		" 3.35 "		241	12.85	..... Black Rock ..	2.20	39	" 7.55 "			
		Ar { 5.20 " Lv { 6.10 "		263	14.05	..... Milford	1.00	17	Ar { 6.10 " Lv { 5.15 "			
		Ar 7.05 "		280	15 00	..... Frisco.....			Lv 4.00 "			

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

Tickets issued on all Regular Trains from Ogden and Salt Lake City to Salt Lake Sho e, good only for Return Same Day, 50 cents Round Trip

FRANCIS COPE, Gen'l Fr't and Pass. Ag't — JAMES SHARP, Ass't Gen'l Sup't. — JOHN SHARP, Gen'l Superintendent

No. 3 Train, Freight, leaving Salt Lake City at 6 a. m. will connect with the B. 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.

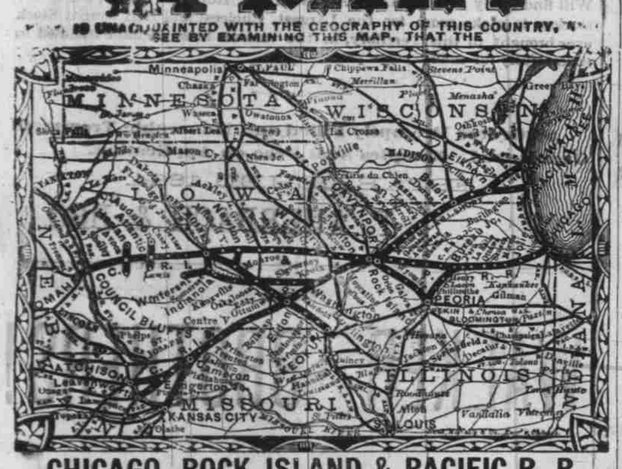
No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Fillmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 3:40 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 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.

A MAN

IN ORDER TO BE UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, 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, Centerville, 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 Railroad, which owns, and operates a through car from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, arrun 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 excellent meal, as good as is served in any first-class hotel, for seventy-five cents.

Attracted by the fact that a majority of the people prefer separate apartments for different purposes (and the luxurious passenger business of this line warrants 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 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. H. & 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. in Neb.

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

At OTTUMWA, with Central Iowa R. R.; W. St. L. & Pac., and C. R. & Q. R. Rds.

At KEOKUK, with Keo. & Des M., 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 Kar. Cent. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

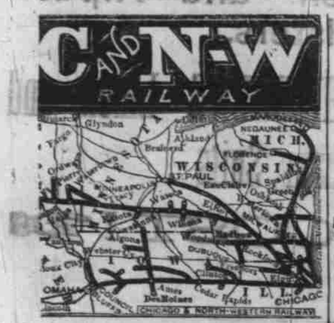
PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

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.

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, Pa. Western 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, on arriving at the East Traveling Accommodations you will buy your Tickets by this route, IT WILL AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, Gen'l V.P., and Gen'l Man'r, Chicago.

FOR SALE.

UNIVERSITY LETTER PAPER AT DESERET NEWS OFFICE.

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	1.30 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 Ry., or points in Northern Utah, Idaho & 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.

C. H. CLARK, Gen'l Superintendent.

NOTICE.

In the Probate Court, in and for Salt Lake County, Territory of Utah.

IN THE MATTER OF THE ESTATE OF MARIE JULIE DESAULS, DECEASED.

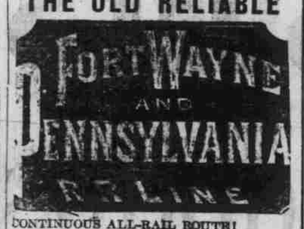
PURSUANT TO AN ORDER OF SAID Court, in said matter, notice is hereby given that Monday, the 26th day of August, A. D. 1881, at 10 o'clock a. m. of said day, at the County Court House in Salt Lake City, has been appointed by said Court, the time and place for the hearing of a petition of L. W. Hardy, filed thereto, praying that a certain document therewith filed, purporting to be the Last Will and Testament of the said deceased be admitted to Probate, and that Letters Testamentary issue to petitioner, at which time and place all persons interested may appear and oppose the Probate of said Will.

Salt Lake City, August 15th, 1881.

D. BOCKHOLT, Clerk Probate Court, Salt Lake County, U.T.

d 23 td

THE OLD RELIABLE



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 6.15 a.m.; Baltimore 6.30 p. m.; Washington 9.00 p.m. next day.

5.15 . Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p.m.; Harrisburg 10.35 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 8.00 a.m.; New York 10.35 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.

O. I. C.

WILLIAMS'

LIGHTNING CURE!

Universally acknowledged to be the

Best Family Medicine of the Age!

THOUSANDS TESTIFY TO ITS WONDERFUL CURATIVE POWERS!

Always ask for WILLIAMS' LIGHTNING CURE and take no other. Every Bottle warranted to give satisfaction.

50cts. and $1,00 per Bottle.

FOR SALE BY

Z. C. M. I. Wholesale Agents. Melton & Co., Ogden, Utah.

PREPARED BY

W. H. WILLIAMS, Corner of First and East Sts., Ogden.

SOLD BY ALL DEALERS.

d & w

SELECT SCHOOL.

MRS. M. E. RANDALL'S Select School will open its fifth scholastic year in Lodge Hall, Monday, Sept. 5, 1881. Connected with the school is a boarding department, in which a limited number of pupils can be accommodated.

RATES OF BOARD AND TUITION.

Board, washing, fuel and light, per week	$5.00
Tuition in Grammar department	1.00
" " Intermediate "	.75
" " Primary "	.50
EXTRA CHARGES.	
Piano or organ with use of instrument	$3.00 to $5.00
Drawing and Painting	2.00
Gymnastics or French	1.00

For further particulars address as above.

MRS. M. E. RANDALL, Principal, Maughn College, 15th Ward, S. L. City.

d & w 1m

EVENING NEWS.

Thursday, - - August 25, 1881.

SEVIER STAKE CONFERENCE.

RICHFIELD, Sevier County, August 22d, 1881.

Editor Deseret News:

Our conference of the 20th and 21st is numbered with the past. It is indeed gratifying to realize quarterly on these occasions the onward tendency and progress, individually and collectively, of the Latter-day Saints. This, the 16th quarterly conference of Sevier Stake, is but a repetition and still in advance of all former and similar occasions of a home conference; where home, its best interests and immediate concerns, temporal, spiritual and domestic, are fully and freely discussed by men inspired of God, illustrating the force of organization in the development of God's purposes. It was a busy time in the midst of a bountiful harvest. Everybody cheerful and happy, planning for the upbuilding of our Manti Temple, payment of tithing, matrimonial alliances for time and for all eternity; the fostering care of the young, introduction here of a high school, the protection of virtue, and whatever may be required of a sacrifice to maintain our inalienable rights, without which to Latter-day Saints life itself would have no charms. The force of one remark will be endorsed by all Israel, that the kingdom of God now upon the earth never would be smaller than it is now. The evidences cluster around this expression to absolute demonstration. Time, space and circumstances preclude needless comment. Praying that the power and demonstration of the Spirit may abide and forever increase with our Presidency of the Stake, the Bishopric, quorum organizations, Sunday and day school interests, M. I. A's and home missionary labors together with the Relief Societies and kindred associations. "Amer vincit omnis"—love conquers all things.

Yours fraternally in the bonds and fellowship of the Kingdom

WM. MORRISON, Stake Clerk.

Correspondence.

The following extracts from a letter of a young missionary will be read with interest by his friends in Farmington and other places:

EAU CLAIRE, Eau Claire Co., Wis., August 17th, 1881.

President Joseph F. Smith:

Brother Wallantine and I have lately traveled in Trempeleau and Buffalo Counties. Near the northern line of Trempeleau County we visited Mr. Thomas Lindsay and family, who received us kindly and made us welcome. Mr. Lindsay has several brothers in Bear Lake Valley. We held meeting in a school house there and were well received, and invited home with a well-to-do farmer and kinsman of Mr. Lindsays. The prejudice and erroneous notions that the people have of us is surprising to me. Now that our Church has been established for over 50 years, right within call as it were, with thousands of travelers by rail and the advantages of the telegraph and the press. That people can live so near us and know so little about us is remarkable, yet many of them think they know "all about the Mormons." A few days ago we called upon a man who is in business here, and who has charge of the Temple of Honor Hall. We told him we were "Mormon" Elders and had come to see if we could rent his hall to hold meetings in on the following Sunday. "No," said he, "you can't." "Well," said I, "do you never let your hall, or what is the reason you will not let it to us?" "Yes, I let the hall, but not to Mormons. I know enough about them. They can't have it."

We were introduced to the editor of the Eau Clair *News*, and among other things we told him we had held some 17 meetings in Chippewa Co. "Well, what success did you have; did you baptize any?" I told him we had not baptized any, but we had allayed much prejudice and made some friends. "Well! well!" said he, "I am sorry for that."

We arrived in Mondovi, Buffalo in the evening, and learned that a Mr. Gilkie, a justice of the peace, had charge of the Town Hall, and keep boarders, so Brother W. asked the lady if we could be accommodated with supper and lodgings. She said we could. We ate our suppers and I began writing home. In the meantime Brother W. had gone to the Post Office and was shown the J. P., so he asked him for the Hall, telling him that we were Mormons and were stopping at his place. Home he came as fast as his legs would take him and in he bolted crying, "You've raised hell han't you!" "Why?" said she." "You've took in two d— Mormon Elders, there'll be a pretty talk, won't there. "You must get rid of them right away, I can't have them here!" "Well, said she, "what shall I tell them, I've told them they could stop; you tell them to go if you won't keep them, it is late." "No," said he, "I've got to go on some business: get rid of them," and off he went. So the lady had to tell us that her husband said they could not keep us.

Next day we were invited into the harness shop of a Free-will Methodist. Mr. Pinney was very anxious to hold us an argument on polygamy. In a few moments about twenty men had gathered in to hear and see the Mormons. We showed him from his own Bible that God certainly blessed those old worthies who practiced that principle, and, in a few minutes, they changed the subject. They then brought in an old man with a grizzly beard, who walked into the middle of the floor and said: "I was acquainted with old Joe Smith in Pennsylvania, he was a gambler and card player, and was considered a very bad man; that's all I have to say," and out he went. I told them of the goodness of the Prophet and what mighty manifestations the Lord had shown through him, described to them his first vision and the Book of Mormon, read the testimonies of the three witnesses, etc., when Pinney said he had heard enough of that, if I wanted to read any more I must go out of his shop. I stepped onto the sidewalk and finished; we also bore our testimonies and gave some of our works to them. One man in the crowd gave Mr. Pinney a downright tongue-lashing for his behavior.

By this you will be able to see a little of how it is here. We go now to Menomonie, Dunn County, Wis.; that will be our P. O. address.

P. S. On the 3d and 4th of September we expect to meet Brother W. M. Palmer and others of the Elders in Conference at St. Francis, Anoco County, Minnesota.

Your brethren in the Gospel,

THOMAS J. STEED, C. WALLENTINE.

More Floods.

CASTLE DALE, Emery Co., Utah, Aug. 17, 1881.

Editor Deseret News:

We have always understood that the world was not to be destroyed by water again but we in this part of the globe have began to think in the last few days that the translators had made a mistake (or the printers), the elements above having taken possession it appears. This valley it is well known has been addicted to floods in days that are gone, but the the largest flood that has been seen by the oldest inhabitant came on the 14th inst. Heavy clouds were seen in the south-west, small at first, but they grew in dimensions as they approached, until they covered the whole valley. They struck the jagged mountains west of Ferron, bursting, and not stopping to rain but coming down in torrents, every gulch and ravine being full to overflowing. It did considerable damage on that stream; it then passed north to this place, the damage at which I am more cognizant of. It started very quietly at first but gathered force as it went north; it only lasted fifteen minutes or thereabouts; every gulch, gully and ravine was filled to their utmost capacity and more too. There was not a ditch on the stream left whole on either side—hundreds of dollars of damage being done in that respect, nor a vestige of a bridge left to show where they stood. One bridge that was built by the people, close to Jewkes' mill, the abutments of which and stringers were Green Leaf Pine, and had stood two seasons of high water, seemed to be nothing but pipe-stems in the water's hands, and left for more genial climes. When the waters gathered together in our stream it was from seven to ten feet deep by 200 to 400 yards wide. There were no human lives lost; two or three pigs belonging to Brother Erastus Curtis went down stream and were not recovered. Damage to the grain in the shock and standing can not be estimated, as everybody sustained loss to some extent. James Petersen's and Orange Seeley's houses being surrounded on all sides. James Petersen's being the lowest the water went in at one door and out at the other, making them think they had better get on higher ground, which they did as soon as the flood abated. President Larsen's dugout was threatened pretty close; the water came to the door step, as much as to say I'm coming. But the most deplorable case of the whole was that of a party of women and children camped in tents between this place and Wilsonville, in what is known as the Breaks, their husbands being away working on the railroad. They had left the Sevier Valley to go to Colorado, but taken a notion to work on the road, had left their families where there was feed and water for their cows, supposing them safe from danger of any kind. A party of men, your informant being one of the number, hearing of them being camped there, started off in the morning to see what had become of them; they found them all alive, but in a sad state. We found them hunting in the mud and water and brush for what had not left them entirely. They said the flood struck them about 9 o'clock in the evening, after they had gone to bed. The first intimation they had was a roar of water around them. Jumping out of bed they found themselves waist deep in mud and water. The brush kept the drift wood from hurting them; they crowded the children into the wagons.

At the present writing, a great many people are getting discouraged; so much labor gone in such a short time, and the people, as a general thing, not having any to throw away, most of them having given up doing anything with their ditches this season, thinking that most of their crops that are left will mature with what rain they have had.

Hoping that the next time I write there will be better news to relate. I remain your brother in the Gospel.

J. K. R.

CITY ASSESSMENT, 1881.

TO THE TAXPAYERS OF SALT LAKE CITY.

In accordance with the provisions of sections 15 and 16 of "An Ordinance to Provide for Assessing and Collecting City Taxes," passed March 12th, 1878, the City Council of Salt Lake City will sit as a Board of Equalization on Monday, August 29th, 1881, at 2 o'clock p. m., in the Council Chamber of the City Hall of said city, "to determine all complaints made in regard to the assessed value of any property," as assessed for city taxes for the year 1881.

During its session said Board will hear and consider any petitions which may be presented to "remit or abate the taxes of any insane, diotic, infirm or indigent person, to an amount not exceeding five dollars for the current year," agreeable to the provisions of said Ordinance.

Let all persons take due notice and govern themselves accordingly.

In testimony whereof, I have hereunto set my hand and affixed the corporate seal of Salt Lake City, this 20th day of August, A.D. 1881.

(L. S.)

JOHN T. CAINE, Recorder.

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