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, 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 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 PERU, 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 B. R. & P. 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. Cen. R. Rds.

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

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

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Tkt. and Pass'r Agt., Chicago, Ill.

U. P. R. R.

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

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

ARRIVE.	
Daily Express	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern 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 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.

C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 55	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 21	7 10	1 00
Farmington	10 42	7 33	1 35
Centreville	10 54	7 44	1 60
*Woods Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.30 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 at 6 45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD

To Take Effect June 18, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	60
Lovendahls	7 28	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 44	11 20	1 65
American Fork	8 58	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P.M.	
Provo	9 37	12 45	2 50
Springville	9 55	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 30	2 15	3 60
Santaquin	10 50	2 40	3 75
Mona	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 20	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE	P.M.	A.M.	
Juab	1 00	7 00	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 30	10 00	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 10	11 55	2 50
		P.M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 20	1 40	3 35
American Fork	4 30	1 52	3 50
Lehi	4 46	2 10	3 65
Draper	5 22	3 20	4 30
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 53	5 20	4 90
Germania	5 57	5 30	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.

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Mills	11 20	113	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P.M.		
Juab	1 00		
Mills	1 40	9	50
Lemmington	3 05	25	1 25
Riverside	4 15	38	2 25
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 30	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

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 ease-Style Sleeping Car.

Reaches Pittsburg 3.30 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 10.55 p.m.; Philadelphia 3.35 a.m.; New York 6.40 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 8.05 a.m.; Philadelphia 6.00 a.m.; New York 10.35 a.m.; Boston 9.45 a.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.

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 8.25	"
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 4.50	"
" Jordan,	at 5.25	"
Arrives at Junction,	at 5.35	"

S. D. BURNS, Ass't Supt. J. G. KENNEDY, Manager.

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. RAMALY, 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. HARELER.

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."

PRESCELLE, 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 all before without helping her in the least. We at last discovered 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 three 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."

423 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 E. MCCHESNEY.

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

SUMMER DANGERS,

and furnishes the best complete and certain of

Seasonable Safeguards

EVENING NEWS.

Monday, Dec. 20, 1880.

BRIEF TELEGRAMS.

The troops sent to Ireland will largely be distributed through the west.

Two boys named Turple and Terry fought to-day, at Ont. Terry fatally stabbed Turple.

Two mail agents and several passengers were hurt by the ditching of a train in Massachusetts.

Clerks and employees of the navy department this afternoon took formal leave of Secretary Thompson.

The death of the Duchess of Westminster is announced. She died at her residence at Bournemouth, last evening.

A consultation of Irish nationalists takes place at Paris on Monday, and it is expected that Fenian Stephens will be present.

The schooner *England*, of Quebec, sailed from Sydney, N.B., with coal, on the 18th of November, and has not since been heard from.

Miss Nellie Calhoun, who made such a brilliant *debut* in San Francisco recently, passed eastward this afternoon *en route* for Baltimore.

Ed. Logan (colored) was hanged to-day at Quickson, Tenn., for the murder of Rogers (colored), in Madison County, June 30th. In a speech he confessed.

The chief of statistics reports the total value of exports of breadstuffs for the eleven months ended Nov. 30, at $256,762,380; same period in 1879, $230,791,604.

The captains of American vessels have had to complain of heavy fines inflicted by the Spanish authorities for the slightest irregularity in their manifests and ship's papers.

Major John H. Denver to-day delivered to Vice-Prest. Wheeler the electoral vote of Nevada for General Hancock. J. B. Fitch, sheriff of Elko County was with him.

Captain Carey, who became widely known in connection with the death of the French Prince Imperial in South Africa, has determined to join the transport service, leaving his regiment.

One hundred and eighty cases of scarlet fever and 166 of diphtheria were reported in New-York last week. Up to noon to-day 179 cases of fever and 157 of diptheria. Deaths, fever, 57; diphtheria, 48.

Between 300 and 400 medical students of Moscow, assembled yesterday in the courtyard of the university, and finally had a serious conflict with the police. All the students were arrested.

Parnell is willing to be tried at once, the change of purpose being based upon the fact that he thus hopes to secure a postponement, whereby he and others can attend Parliament at the opening.

The Secretary of War has transmitted to Congress a communication from Gen. Bennett, chief of ordnance, recommending an appropriato replace the machinery destroyed at Benicia Arsenal by fire.

Fears are entertained for the ship *Hannah Morris*, which is given up as lost by the owners. She left Liverpool on September 6th for Philadelphia with 1,600 tons of iron and a general cargo, and has never been spoken.

Correspondence.

Experiments in Sugar Making.

GUNNISON, December 11th, 1880.

Editor Deseret News:

According to programme for 1880, we put in about 40 acres with Early Amber sorghum and Yellow Dent maize, calculated for sugar making by the Stewart process. We erected a factory, also on the Stewart plan, with a capacity of 2,000 pounds of condensed syrup per day; all at a cost of about $2,000.

Through cold weather in May, we did not plant till the 1st of June, cold weather still continuing until the middle of June. The sorghum only got two irrigations, the maize three, our creek giving out; the last irrigation of sorghum first in July, the third irrigation of the maize a little later.

This season, as well as the season before, has been very unfavorable for sorghum here; and, as Mr. Wayt, of Bainbridge, Nebraska, says in the *Rural World*: "My 20 years" experience in making syrup amounted to but little, when so much in nature had combined to spoil the cane;" and, we will say that "this was the most unfavorable season for sorghum in Utah. Our cane land was dry as ashes in the middle of August; but the cane generally continued to grow but slowly; it seemed to live on the night dew and a few light showers. The cane grew from three to four feet high on an average. The small part, which did head out, as well as that which did not, had an average thickness of three-fourths of an inch or more; a few scattered heads ripened.

But on the few favorable places, where the ground was more moist, the cane was good but not ripe.

The 17th of September we commenced pressing the best cane for a sugar test. Juice averaged 7° B. heated to 170° F., neutralized with lime, brought to a boil (202° F.) clarified, settled, reacted with dioxide of sulphur; condensed to 32° B.; finished to 218° F., (228°) cooled in crystalizing boxes in a room at 90° F.

We became satisfied that even with the best treatment, unripe cane syrup will not crystallize. The maize got ripe, but we did not try for sugar any more; we only made syrup.

We calculate to continue our efforts to make sugar; and we do not desire to discourage anybody who may have set out on that line, but to the contrary we want to encourage them. There is something new to be learned in these valleys in sugar making.

The sugar beet partakes much, maize less, and cane but little, if any, of the mineral matter in the soil. Until we learn to separate the mineral from the saccharine, in the juice, in a paying way, we must give up the idea of making sugar from beets and maize. But we have no doubt but what the mineral matter can be separated from the saccharine, and that too at a cost to make it pay. When we arrive at that, our sugar factories, by drying the best for summer manufacturing, can be running the year round, and give remunerative work for a good many people.

The sorghum is all right, it will crystalize in paying quantities; about that we have satisfied ourselves, and made it known to the people of Utah.

To make good articles of syrup and sugar, the juice must be *purified, neutralized and condensed.* The continued direct fire heating, and partly repeated boilings, in open air pans destroys and inverts a heavy percentage of sugar. How much we cannot say, as we have had no other instruments than sachrometers and common sugar factory thermometers; but this much we know, that the repeated boiling, and the high temperature needed in open pans is both detrimental to quality and quantity. *Partly vacuum boiling is essential to economy.*

It must absolutely be worth something to lessen the yearly imports to Utah of half a million dollars worth of syrups, sugar and candies by home production and industry.

Very respectfully, C. A. MADSEN & Co.

Iceland Items.

SPANISH FORK, December 17, 1880.

Editor Deseret News:

During this year the weather has been better than usual, in Iceland, the average heat during the months of April, May, June and July, was 9° R. Nevertheless the fishery was not so good as some previous years. On the morning of the 25th of June several hundred small fish, somewhat resembling herring, were found about 17 miles from the sea coast.

The great statesman, John Sigurdson, died in Copenhagen last summer, and his loss was a great blow to his countrymen, as Iceland was thus deprived of one of her most dutiful sons. It was he who a few years ago started a lawsuit against one of the ministers of the Danish government, in his country's behalf, and gained it, and gained thereby as well as by many other of his doings, a great reputation among his countrymen. His wife and he died both about the same time and were both brought to Iceland and buried side by side at Reykjavik.

The Brethren John Eyvindson and Jacob B. Johnson, missionaries from Utah, who have been laboring in Iceland preaching the gospel since the fall of 1879, were in good health and spirits when last heard from, notwithstanding they had suffered imprisonment and all kinds of persecution, which is against the laws of the land. The cause of this great persecution is that the Lutheran faith is universal in Iceland, and the Lutheran clergy have unlimited power there as there is no other sect in the whole country.

A book published by an apostate from the Church of Christ, sealed and signed by some of his fellow laborers, has been sent to Iceland, and the servants of him who is the father of lies, arm themselves with this book, which is one of the most bitter ones ever published against the people of the Most High. Nevertheless, a few souls have been added to His church. Twenty-one Latter-day Saints emigrated this last summer from Iceland to the valleys of the mountains; they are all at the present in good health and spirits.

JNO. THORGEIRSON.

TARRANT'S SELTZER APERIENT

THE CURATIVE CUP.

Crowned with foam is the goblet, but 'tis not champagne,
Source of headaches, and heartaches, and gastric distress;
'Tis the SELTZER APERIENT, a balm for the brain,
And a cure for the evils produced by excess.
It temperes the blood, the clogged system relieves,
Corrects the foul stomach, the liver controls.
New life from the draught every organ achieves,
And a cloud from the mind of the invalid rolls.

Such are the effects of TARRANT'S EFFERVESCENT SELTZER APERIENT, the portable representative of the famous SELTZER SPRING, and the most agreeable and efficient of alteratives.

SOLD BY ALL DRUGGISTS. d eod&w

One Dozen Photographs Gratis!

All persons who get their PICTURES taken by

C. EICHENBERG, AT NO. 20, COMMERCIAL ST.,

Salt Lake City, between this and the New Year, will be presented with ONE DOZEN of their own Photographs for Lockets, FREE OF CHARGE! d4 sw & w 1m

JAKE HEUSSER,

—HAS—

REMOVED TO No. 139

MAIN STREET,

Where he will continue to keep a Full Stock of

Guns, Pistols, Ammunition, Fishing Tackle

—AND—

CUTLERY

OF ALL DESCRIPTIONS.

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