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 AND THE WEST

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Molina, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, the capital of Iowa. It has branches from Bureau Junction to Peoria, Milton Junction to Muscatine, Washington, Fairfield, Eldon, Bethany, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Grinnell to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe and Des Moines; Des Moines, Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Road which owns, controls and operates a through line between Chicago and Kansas.

The Company own and control the Sleeping Cars, which are inferior to none, and give you a double train between Chicago and Council Bluffs, Leavenworth or Atchison for Two Dollars and Fifty Cents; a single section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasure of ordering your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for Twenty-five cents, or you can order what you like, and pay for what you get.

Notwithstanding the fact that a majority of the people prefer separate apartments for different purposes, and the enormous passenger business of this line warrants it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. 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, 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 Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw, Wabash and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe, Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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.

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 Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 502 14th Street and U. P. Depot. San Francisco Offices, 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; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie 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 Membranes 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 previously 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	60
Centreville	7 38	4 16	75
Farmington	7 50	4 30	1 00
Kaysville	8 12	4 52	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 PASSENGER.	No. 4 PASSENGER.	FARE.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 50
*Wood's Cross	11 16	7 55	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.0 a. m., leaving Salt Lake at 3.00 p. m., arriving in Ogden at 6.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 6.50 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 AND PENNSYLVANIA R.R. LINE

CONTINUOUS ALL-RAIL ROUTE!
NO CHANGE OF CARS!
ONE ROAD, ONE MANAGEMENT!!

FROM CHICAGO TO Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

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

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.
With the popular vestibule sleeping car.
Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 6.30 p. m. Washington 8.00 p. m. next day.

5.15 p.m. Atlantic Express. Daily.
With Drawing Room and Hotel Car.
Reaches Pittsburg 12.15 p. m; Harrisburg 10.35 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 Saturday.
With Drawing Room Sleeping Car.
Reaches Pittsburg 7.30 p. m; Harrisburg 3.55 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

SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Elegance of Point.

BEAR SWAN QUILL ACTION.

To Twenty Numbers. Samples, including the popular Numbers, 1-2-3-8-1-9 and Broad Points 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

EVENING NEWS.

Friday, - - March 5, 1880.

AN ACT

PERTAINING TO HIGHWAYS.

Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That all roads shall be considered as public highways which are now used as such and have been declared such by order of the County Courts or which may be hereafter so declared by the County Courts within their respective counties, or by municipal corporations.

SEC. 2. Highways are roads, streets, or alleys and bridges, laid out or erected by the public, or if laid out or erected by others dedicated or abandoned to the use of the public.

SEC. 3. Roads laid out and recorded as highways by order of the County Court, and all roads used as such for a period of five years are highways. Whenever any corporation owning a toll bridge, or a turnpike, plank or common wagon road is dissolved or discontinued, or has expired by limitation, the bridge or road becomes a highway.

SEC. 4. A road not worked or used for the period of five years ceases to be a highway for any purpose whatever.

SEC. 5. The Clerk of the County Court must keep a book in which must be recorded all proceedings of the Court relative to each road district, including orders for laying out, altering, and opening roads; and a description of each road district, its supervisors, its roads, highways, contracts, and all other matters pertaining thereto.

SEC. 6 By taking or accepting land for a highway, the public acquire only the right of way and incidents necessary to enjoying and maintaining it. A transfer of land bounded by a highway, passes the title of the person whose estate is transferred to the soil in front to the centre of the highway.

SEC. 7. Any owner or occupant of land may construct a sidewalk on the highway along the line of his land, subject, however, to the authority conferred by law on the County Court, and the supervisors of highways; and any person using such sidewalk with horse or team without permission of the owner is liable to such owner or occupant for all damage suffered thereby.

SEC. 8. Any owner or occupant of land adjoining a highway not less than four rods wide may plant trees on the sides of such highway contiguous to his land. They must be set at a distance of at least fifteen feet from each other in regular rows, and not more than ten feet from the boundary of the highway. If the highway is six rods wide or more, the row must not be less than ten, nor more than twelve feet from the boundary of the highway. Whoever injures any of said trees is liable to the owner for the damage which is thereby sustained.

SEC. 9. Every gas, water, telegraph or railroad corporation has the right of way through the public ways and squares in any city, village, or town, with the consent of the authorities thereof, and under such reasonable regulations as said authorities and the law prescribe. The County Courts of the several counties have power to grant a right of way over the public highways, for railroads, canals, water pipes and telegraph lines, under such reasonable regulations as such Court may establish. Such portions of all county roads as lie within the limits of any incorporated town or city, or in any town or city hereafter incorporated shall conform to the direction and grade and be subject to all the regulations of other streets in such town or city.

SEC. 10. The County Court of each of the counties of this Territory by proper regulations have power: First. To divide, where not already done, the county into a suitable and convenient number of road districts and appoint supervisors therefor biennially, or whenever vacancies occur, and to remove them at pleasure. Second. To cause to be surveyed, viewed, laid out, recorded, opened and worked, such highways as are necessary for public convenience. Third. To cause to be recorded as highways such roads as have become such by usage or abandonment to the public. Fourth. To abolish or abandon such as are unnecessary. Fifth. To contract, agree for, purchase or otherwise acquire the right of way over private property for the use of public highways; and for that purpose institute, or require the county prosecuting attorney to institute proceedings for the acquirement of said right of way as provided in Title XI, Chapter II of the Compiled Laws of Utah. Sixth. To cause to be erected and maintained on such highways as they may designate, milestones or posts and guide posts properly inscribed.

SEC. 11. The County Courts shall designate the county roads necessary within or extending through each incorporated town or city; which in no case shall be more than three in the same direction.

SEC. 12. Supervisors of road districts receive notice of their appointment from the Clerk of the County Court, and within twenty days thereafter must give the official bond required by the County Court, and take the usual oath of office. The notice and certificate that the bond has been filed, and the oath taken and endorsed thereon, or a certified copy thereof, constitutes a commission, and authorizes the person named in and holding the same, to discharge the duties of supervisor until superseded.

SEC. 13. Road supervisors under the direction and supervision and pursuant to orders of the County Court appointing them, must: First. Take charge of the public highways within their respective districts. Second. Keep them clear from obstructions and in good repair. Third. Cause banks to be graded, bridges and causeways to be made where necessary, and keep the same in good repair, and renew them when necessary. Fourth. Shall give not less than two days' notice to the inhabitants of his road district liable to do work on roads, when, where, with what implements, and under whose direction to work. Fifth. Collect from each inhabitant notified to work, and who fails to work, or prefers to pay it, Sixth: to receive such compensation as may be allowed by the County Court for services performed.

SEC. 14. That two days' work of eight hours each, or in lieu thereof, three dollars ($3) lawful money, is an annual road poll tax upon every ablebodied man over twenty-one, and under sixty years old. Within incorporated cities said poll tax may be collected under such regulations as may be by ordinance provided, and one-fourth of the said tax so collected by cities shall on or before the first Monday in January, April, July and October of each year be paid into the County treasury, to be expended under the direction of the County Court in making and improving highways, and the other three-forths shall be used by said cities for improving, first, territorial and county roads running through such cities, and second, on any other streets or alleys in such cities.

SEC. 15. All means other than labor collected as poll tax by the respective road supervisors shall be paid by them into the county treasury, to be appropriated and expended on the principal roads and bridges under the direction of the County Court.

SEC. 16. The County Court shall furnish each road supervisor with a blank receipt book with stubs, on which shall be stated by the supervisor whether said poll tax was paid in cash or labor, and the receipt be given to the party as evidence that he has paid his poll tax, and said book and stubs shall be returned to the County Court, with his annual report together with the treasurer's receipts.

SEC. 17. Every supervisor must make to the County Court annually, on or before the first Monday in December of each year, a written report containing: First, The names of all persons assessed to work in his district. Second, The names of all who have actually worked, and the number of days. Third, The names of all who have commuted, and the amount received from them. Fourth, The names of all delinquents and the amount due. Fifth, The amount of labor expended at each point and the kind of labor performed. Sixth, An accurate account of every day he himself was employed, and the nature and items of the service rendered. The County Courts may require special reports from road supervisors when deemed proper.

SEC. 18. A failure to make a report as required, or to pay over, on the order of the County Court, any moneys in his hands, subjects the supervisor to the penalty of twenty-five dollars ($25), to be recovered in any action on his bond together with any balance due from him; suit, therefore may be instituted by the county attorney under order of the County Court.

SEC. 19. Whoever wilfully or carelessly obstructs or injures any highway by flow of water or otherwise, is liable to a penalty of five dollars for each day such obstruction or injury remains. Any person or watermaster permitting water under their control to flood any highway to the injury thereof, shall be liable to the city or county, as the case may be, for the damage, and to a fine in any sum not exceeding twenty-five dollars ($25).

SEC. 20. Whoever removes or injures any mile board, or milestone, or guide post, or any inscription on such, erected on any highway, is liable to a penalty of ten dollars ($10) for every such offence.

SEC. 21. Any person or persons who drive loose herds of horses, cattle, sheep, goats or swine over the highways where they pass on dugways shall be liable for all damage done to such highways by caving of the banks or rolling loose rocks into the same.

SEC. 22. The road supervisors may put up on bridges under their charge notices that there is "five dollars ($5) fine for riding or driving on this bridge faster than a walk." Whoever thereafter rides on drives faster than a walk on such bridge is liable to a penalty of five dollars ($5) for each offence.

SEC. 23. Whoever digs up, cuts down, or otherwise injures or wilfully destroys any shade or ornamental tree planted and standing on any highway, is liable to a fine of twenty-five dollars ($25) for each such tree.

SEC. 24. All penalties or forfeitures under this act, and not otherwise provided for, must be recovered by the road supervisors of the respective road districts and be applied on the highways in which they are collected.

SEC. 25. All acts or parts of acts in conflict with the provisions of this act are hereby repealed.

Approved February 20, 1880.

UTAH TERRITORY, } ss.
Secretary's Office, }

I, Arthur L. Thomas, Secretary of the Territory of Utah, do hereby certify that the above act, entitled "An Act Pertaining to Highways," is a true and correct copy as appears by the records on file in my office.

Attest: My hand and seal at Salt Lake City, this 21st day of February, A.D. 1880.

[SEAL.] ARTHUR L. THOMAS, Sec'y of Utah Ter.

AN ACT

TO PROVIDE FOR RIGHT OF WAY FOR CANALS FOR SALT LAKE CITY.

Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That the corporation of Salt Lake City is hereby empowered to supply its inhabitants with water, and for that purpose to construct and maintain such canals, ditches, flumes, dams, reservoirs and other means for procuring, diverting and conveying water as may be necessary, although the same may be or extend beyond the corporate limits of said city.

SEC. 2. Whenever said city shall not have acquired, by gift or purchase, any land, real estate, or claim necessary for the construction or maintenance of such canal, ditch, flume, reservoir or dam, or other means of storing, diverting and conveying water, or which may be affected by any operations connected with the construction or maintenance of the same, the said corporation may present to the Judge of the District Court of the Judicial district wherein such lands, real estate or claims shall be situated, a petition signed by the mayor, attorney or agent of the same, describing with convenient accuracy and certainty, by maps or otherwise, the lands, real estate or claims so required to be taken or affected, as aforesaid, setting forth the purpose for which said land is required, the name and residence of each owner or other person interested therein as owner, lessee or incumbrancer, as far as known, to such mayor, attorney or agent, or appearing of record upon local or county record, and praying the appointment of three appraisers to ascertain the compensation to be made to such owner and person interested, for the taking or injuriously affecting such land, real estate or claims as aforesaid.

SEC. 3. The said Judge shall have satisfactory evidence that notice of an intended application, and the time and place thereof, for the appointment of appraisers between the said corporation and the owners and the persons interested in such lands, real estate and claims, has been given, at least ten days previously, to such owners, personally or at their residence, or on the premises, or by the publication thereof in a newspaper having general circulation in the district in which such lands, real estate or claims shall be situated, such publication to be allowed only in respect to owners or persons interested, who shall appear by affidavit to have no residence in the county known to such mayor, attorney or agent, which notice shall be published at least 30 days prior to the time fixed for the application aforesaid. The Court may adjourn the proceedings from time to time, shall direct any future notice thereof to be given that may seem proper. Shall have proofs and allegations of all parties interested touching the regularity of the proceedings, and shall, by an entry in its minutes, appoint three disinterested appraisers, as aforesaid, specifying in such entry a time and place for the first meeting of such appraisers.

SEC. 4. The said appraisers, before entering upon the duties of their offices, shall take an oath to faithfully and impartially discharge their duties as said appraisers, and any one of them may administer oaths to witnesses produced before them; they may issue subpoenas, and compel witnesses to attend and testify, and may adjourn and hold meetings for that purpose, and shall give reasonable previous notice to such owners or parties interested. They shall hear the proofs and allegations of the parties, and any two of them, after reviewing the premises, shall, without fear, favor, or partiality, ascertain and certify the compensation proper to be made to said parties or owners interested, for the lands, real estate or claims, to be taken or affected, as well as all damages accruing to the owners or parties interested in consequence of the condemnation of the same, taking, or injuriously affecting as aforesaid, making such deduction or allowances for the real benefits or advantages which such owners, or parties interested, may derive from the construction of such canal, ditch, flume, dam, or reservoir or other means of diverting or conveying water. They, or a majority of them, shall make, subscribe and file in the office of the clerk of the District Court of the district in which such lands, real estate, or claims, shall lie, a certificate of the said ascertainment and assessment, in which such lands, real estate, or claims, shall be described with convenient certainty and accuracy.

SEC. 5. The said Judge, upon such certificate and due proof that such compensation and separate sums, if any, be ascertified, have been paid to the parties entitled to the same, or have been deposited to the credit of such parties with the Clerk of the Court, or other place for that purpose, approved by the court, shall make and cause to be entered in its minutes, a rule describing such lands, real estate or claims, in manner aforesaid, such ascertainment, of compensation, with mode of making it and each payment or deposit of the compensation as aforesaid, a certified copy of which shall be recorded and indexed in the Recorder's Office of the proper county, in like manner and with like effect as if it were a deed of conveyance from the said owners, and parties interested to the said corporation. Upon the entry of each rule the said corporation shall have exclusive right, title and possession of all such lands, real estate or claims described in said rule, as required to be taken as aforesaid, and may take possession of, and hold and use the same, for the purpose of such canal, ditch, flume, dam or reservoir or other means of storing, diverting and conveying water, and shall thereupon be discharged from all claims for any damage by reason of any matter specified in such petition, certificate or rule of said district court.

SEC. 6. If at any time after an attempted or actual ascertainment of compensation under this act, or any purchase by or donation to said corporation of lands or claims for purposes aforesaid, it shall appear that the title acquired thereby to all or any part of such lands, for the use of said corporation, or if said assessment shall fail or be deemed defective, the said corporation shall proceed and perfect such title by procuring an assessment of the compensation proper to be made to any person who has title, claim or interest in, or lien upon such lands and by making payment thereof in the manner hereinafter provided, as near as may be, and at any stage of such new proceedings, or of any proceedings under this act, the said judge may, by rule in that behalf made, authorize the said corporation if already in possession; and if not in possession to take possession of and use said premises during the pendency, and until the final conclusion of such proceedings, and may stay all actions and proceedings against such corporations on account thereof: *Provided*, said corporation shall pay a sufficient sum into court, or give approved security to pay the compensation in that behalf when ascertained; and in every case where possession shall be authorized, it shall be lawful for the owners to conduct the proceedings to a conclusion, if the same shall be delayed by the corporation. The said appraisers shall receive five dollars per day, as compensation for each day actually employed, such compensation to be taxed and allowed by the said judge. If any appraiser so appointed shall die, be unable or fail to serve, the court may appoint another in his place, on reasonable notice, or the parties by written agreement may appoint another, to be approved by the said judge.

Approved February 20, 1880.

UTAH TERRITORY, } ss.
Secretary's Office. }

I, Arthur L. Thomas, Secretary of the Territory of Utah, do hereby certify that the foregoing act, entitled "An act to provide for right of way for — canals for Salt Lake City," is true and correct as appears by the records on file in my office.

Attest my hand and the Great Seal of the Territory of Utah, this first day of March, A. D., 1880.

[SEAL.] ARTHUR L. THOMAS, Secretary of Utah Territory.

WANTED.

TO PURCHASE A BAY MARE NOT OVER six years old, well broke to work. Apply to D. & M. Smith, Builders, 15th Ward. m

WANTED.

A YOUNG WOMAN TO DO GENERAL house work, washing excepted. Apply at this office. dtf

WANTED.

ONE FAMILIAR WITH WOOD ENGRAVING, to make cuts for Maps and other purposes, for a work to be published on the Divine Authenticity of the Book of Mormon. Apply to Dr. W. H. H. SHARP, one door east of Deseret News office. d.5 2t

HOME-MADE CARPETS!

WOVE STRONG, DURABLE & PRETTY, AT

HULBERT'S

He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

☞ Note the Address. A few doors west of Theatre.

FOR SALE.

If any Old Men want

NIGHT-CAPS!

They can get them at

WILLIAM LOWE'S,

11th WARD, Taylor Row, - Salt Lake City

PRICE, - - 25c. Each.

Also all kinds of Stockings and Everything that is Knit. d81 tf

STANDARD GOODS

—OF—

R. MATTHEWS & Co.,

CHEMICAL MANUFS.

P.O. Box 1064. Salt Lake City.

ESS. JAMAICA GINGER, TOILET SOAPS, BATH SAND TABLETS, SCOURING SOAP, (Saponio), SUPERIOR WRITING FLUID, BOOT BLACKING, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, A Decline of the Kidneys Etc., use

HARPER'S Balsam of Indian Root,

Prepared only by us.

For Sale at L. C. M. I. and Utah Commission Stores.

Wei De Meyer's

CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. B. DEWEY & Co., 86 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 2 d wed th sat

GOOD WAGES

FOR A GIRL OR WOMAN THAT WILL DO good cooking. Address Mrs. L. at No. 16, First East between 2nd and 3d South St. dtf

MULBERRY TREES.

NOW IS THE TIME TO GIVE ORDERS for Mulberry Trees. You can get them from three cents each upwards according to size. Address WILLIAM WAGSTAFF, Forest Farm, S. L. City. tf

Swallowing

POISON

Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Snuffles, Buzzing in the Ears, Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Fetid Breath, Nasal Twang, Scabs in the Nostrils and Hawking in the Throat are

SIGNS of CATARRH.

No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our children of diseases generated by its Infectious Poison, and one-fourth of living men and Women drag out miserable existences from the same cause. While sweep the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs, poison every part of the system.

Dr. Wei De Meyer's Catarrh Cure absorbs the purulent virus and kills the seeds of poison in the farthest parts of the system. It will not only relieve, but perfectly cure Catarrh at any stage it is the only remedy which in our judgment, has ever yet really cured one of Chronic Catarrh.

Cured! Cured! Cured! Cured.

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Alta, daily ..... 5.00 p.m.
Parley's Park, Big Cottonwood, and Wanship, Tuesdays, Thursdays and Saturdays ..... 5.00 p.m.
Park City, daily except Sunday ..... 5.00 p.m.
Summit and Wasatch counties, Tuesdays and Thursdays ..... 8.40 p.m.
Rich county, Tuesday Thursday and Saturday 8.40 p.m.
Morgan county, daily ..... 8.40 p.m.
North.—Davis county, daily ..... 11.40 a.m.
Weber county, daily ..... 8.40 p.m.
Ogden, semi-daily, 11.40 a.m. and ..... 8.40 p.m.
Cache and Box Elder counties, daily ..... 8.40 p.m.
Corinne and Kelton, daily ..... 11.40 a.m.
Idaho and Montana, daily ..... 8.40 p.m.
Boise City and Idaho City, daily ..... 11.40 a.m.
West.—Nevada, California, Oregon, etc ..... 11.40 a.m.
Ophir, Tooele, Stockton, Jacob City, &c ..... 2.30 p.m.
Bingham Canyon, daily ..... 6.30 p.m.
South.—From Beaver and intermediate points, daily ..... 5.30 p.m.
Pioche, Star and San Francisco districts, daily ..... 5.30 p.m.
St. George and points south of Beaver, alternate days 5.30 p.m.
Sanpete and Sevier counties, daily, except Monday ..... 5.30 p.m.
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays ..... 5.30 p.m.

DEPARTURES.

East.—Through mail, daily ..... 8.30 a.m.
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Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays ..... 7.00 a.m.
Park City, daily, except Sunday ..... 7.00 a.m.
Summit and Wasatch counties, Mondays and Fridays 6.30 a.m.
Rich county, Mondays, Wednesdays and Fridays ..... 6.30 a.m.
Morgan county, daily ..... 6.30 a.m.
North.—Davis county, daily ..... 6.30 a.m.
Weber county, daily ..... 6.30 a.m.
Ogden, semi-daily 3.30 p.m. & 6.30 a.m.
Cache and Box Elder counties, daily ..... 6.30 a.m.
Corinne and Kelton, daily ..... 3.30 p.m.
Idaho and Montana, daily ..... 6.30 a.m.
Boise City and Idaho City, daily ..... 3.30 p.m.
West.—Nevada, California, Oregon, etc., daily ..... 3.30 p.m.
Ophir, Tooele, Stockton, Jacob City, etc., daily ..... 6.30 a.m.
Bingham Canyon, daily ..... 6.30 a.m.
South.—Beaver and intermediate points, daily ..... 6.30 a.m.
Pioche, Star and San Francisco districts, daily ..... 6.30 a.m.
St. George and points south of Beaver on alternate days ..... 6.30 a.m.
Sanpete and Sevier counties, daily, except Saturday ..... 6.30 a.m.
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