

pictures of Cumorah's Hill, which contained the hidden and long lost history of two nations whose ruined cities, temples and thousands of ancient relics have been and are constantly being brought to light, expresses in incontrovertible terms their existence, as well as reveals from whence came the numerous nations or tribes of wild Indians discovered in 1492 by Christopher Columbus.

The stream I have spoken of runs close by the door where we held our meeting, and in high water times backs up from the crooked Snake river, and fish are often caught almost from the door of the family residence; the fish are mountain trout, herring, mullet, etc.

There are tens of thousands of acres of land in this vicinity, considerable of which is yet to be taken up. A very large and long canal is nearly ready to bring the water down into this country. The headgate is just below Blackfoot, Bingham county, Idaho. The canal is to be 60 feet wide and it is expected that the water will be brought 24 miles by May 15th of this year. We traveled up from Professor Cluff's, the present terminus of the canal, as far as Moreland, a new town under the canal, taking a view of this mammoth and commendable enterprise. It is as yet unfinished, and in most parts only one half of its sixty feet is taken out. The other half will be taken out in the future. However, where there are heavy fills the sixty feet in width is made so that pressure is provided for. Some rocky points have bravely been forced to give way. To really comprehend the vastness of this great Mormon undertaking one only has to ride up to its bed. When completed it will extend forty miles, and for twenty-four miles it will be sixty feet wide and about four feet deep in water—a river of itself.

All the way from Grover Flats there are broad acres of sage brush to give way for fields and farms. Where we left the canal at Moreland, the water was coming gently into the great fill to soak up and test the new works. There will have to be a great push to see the water at the lower end of the great canal by May 20, 1896.

We held meetings first at four, eight miles northeast of Eagle Rock, on the evening of the 16th inst. Saturday evening. At Shelley, sixteen miles southwest of Iona, and on Sunday at 2 and 7:30 p.m. in Blackfoot court house rooms, where only a few years ago, in the great court's chair, the judge sentenced Mormons to prison, and where in this same court house fifty-seven indictments were found in one half day. Now there was the Mormon preacher teaching Mormon doctrines to crowded meetings. The Mormons appreciate the great change which has followed in a few years, not only here but elsewhere.

After our thirty mile ride, viewing the good prospects, we held our sixth meeting at Moreland. The superintendent of the canal works, who is the Bishop of this new ward, soon called his little flock together, and being joined by the Bishop of Riverside and some of his little flock as well as the Bishop of Blackfoot, made a very respectable audience in which we all enjoyed a hearty welcome. Bishop Hans B. Christensen's P. O. address is

Bryon, Bingham county, Idaho, and Bishop George B. Wintell's is Riverside P. O., while Bishop Watson's is at Blackfoot. Thanks to Counselor S. F. Adams of Riverside for conveyance to Grover Flats. After our meeting at Moreland, I took the 1:45 p.m. train at Blackfoot, arriving at Salt Lake 9:05 a.m. April 22, 1896.

EDWARD STEVENSON.

IDAHO LANDS.

PROVO CITY, Utah,

April 22, 1896.

Late advices from Washington inform me that while the land contest in Idaho, in which the People's Canal company objected to the segregation of lands in behalf of the American Falls company, is not permanently settled, the segregation of said lands has been rejected temporarily, and the lands are now open for settlement under the homestead and desert land acts. Many of your readers have been waiting anxiously for this decision, and will be pleased to learn that within the next sixty days at least, and probably longer, homestead and other entries may be made. You will greatly oblige, therefore, by informing the public, through the columns of your valuable paper of these facts.

The work on the People's Canal is being rapidly pushed, and settlers desiring may obtain work at once. There is yet plenty of excellent land just as good as can be found in the state of Idaho, or elsewhere for that matter, to be taken up. The People's Canal company is a co-operative company, carried out on the Utah plan, and is in no wise a speculative scheme. Those who enter now enter on the same terms as the original stockholders. We take pleasure in inviting all your readers who are seeking for homes to go up at once and make their choice of lands, promising them every advantage given to original settlers. Those who wish to go by rail may apply to D. E. Burley, General Passenger agent, U. P., and obtain reduced rates. The wagon road is now open and in good condition and the trip to Blackfoot can be easily made by team.

Very respectfully,

B. CLUFF JR.,

President Peoples' Canal Co.

MILFORD MATTERS.

MILFORD, April 22.—"Thinking a few lines from this place might be of interest to your numerous readers, I will with your permission occupy a little space in your valuable paper for that purpose." I believe this is the regulation style.

After lying nearly dormant for a dozen years or more, it begins to look as if Milford's renaissance were nearly upon it. The town was established upon the completion of the Union Pacific (then Utah Southern) railway to this point some eighteen years ago, and for a while things moved along on the boom plan. For the first three months or more it looked as if a second Cheyenne had sprung up in the midst of Utah's waste places and all kinds of speculative enterprises were attracted here, the expectation being that the transient characteristics of the place as evidenced by hastily con-

structed frame buildings and the other attendants of a mushroom town would be supplanted with structures of a more enduring character and the place made permanently prosperous through the erection of smelters, reduction works and so on. The hasty growths disappeared sure enough, but nothing else took their place. It did not require much experience to convince those who came here, like the country newspaper, to stay, that there was nothing to base their hopes upon, so one by one they folded up their tents and decamped. When the town was about a month old it had no less than a dozen saloons; as these are an unfailing gauge of the swift frontier town, some idea may be formed of what this one was. A Salt Lake company put several thousand dollars into a hotel, which is here yet and known as the Williams' house; it is really a creditable structure, of adobe, two stories, and with accommodations for perhaps fifty persons. Joe Field, the irrepressible of Beaver, brought a printing office to the place and started up a newspaper, of course to stay and it did stay—five weeks by the clock—when the proprietor sadly packed his equipment on the hurricane deck of a lumber wagon and retraced his steps to Beaver. Everything was overdone in the worst way, and when the break came the disappearances were as rapid as the appearances had been. It is now, as it has been since the time last spoken of, a shipping point for places south, east and west not reached by rail, and as a kind of headquarters for the freighting industry of the southern country is a place of some little importance. It still has some two dozen buildings left, among which are four very creditable hotels, two or three general merchandizing establishments, two saloons and a commodious and well appointed railway depot. There are no streets, and when a person with a conveyance sets out to go anywhere, he is pretty sure to strike some sort of a structure amidstships before going very far; when this happens either of several courses can be taken—he can tunnel under, climb over, go through, go around, turn back or remain where he is. In nine cases out of ten he goes around.

The signs of renewed life previously spoken of are manifested in the increased number of freight wagons in evidence all around and about here at all hours of the day and every day; also in the various and numerous vehicles of personal transportation to be found and the general outfitting that is always going on. To the west of here, and skirting the Nevada line for a distance of two or three hundred miles, beginning where Deep Creek leaves off and not ending until Arizona begins, is what is considered the finest prospecting territory in the country. Milford is the natural jumping off place, for the reasons that it is abreast of the central portion of the zone spoken of, is practically the railway terminus, is a good outfitting point, and the wagon roads leading out are numerous and mainly very good. With the assurance that winter is over, which now seems apparent, the movement in the direction of the fields referred to will be greatly increased and Milford will receive the benefit of most of it.