# 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, Independent, 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 PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.
At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.
At WEST LIBERTY, with the B., C. R. & N. R. R.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & F. D. R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with 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. Cent. R. Rds.
At KANSAS CITY, with all lines for the West and Southwest.

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

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

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

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

## U. P. R. R.

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

| | |
|---|---|
| LEAVE. | |
| Daily | 10.30 a.m. |
| Mixed | 5.00 p.m. |
| Freight | 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 Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

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

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri river line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.
C. H. CLARK, Gen. Supt. 690

## 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 | | | |
| Salt Lake | 7 00 | 3 40 | |
| *Wood's Cross | 7 2[illegible] | 4 0[illegible] | |
| Centreville | 7 3[illegible] | 4 16 | 75 |
| Farmington | 7 50 | 4 33 | 1 00 |
| Kaysville | 8 12 | 4 5[illegible] | 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 31 | 1 35 |
| Centreville | 10 54 | 7 44 | 1 60 |
| *Woods Cross | 11 09 | 7 53 | 1 75 |
| ARRIVE AT | | | |
| Salt Lake | 11 30 | 8 20 | 2 00 |

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 5.40 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 13, 1879.

GOING SOUTH.

| NAME OF STATION. | No. 1 Passenger. | No. 3 Freight. | Fare. |
|---|---|---|---|
| TRAINS LEAVE | A.M. | A.M. | |
| Salt Lake | 7 00 | 7 30 | |
| Morgan | 7 16 | 8 00 | 30 |
| Germania | 7 22 | 8 10 | 50 |
| Lovendahls | 7 25 | 8 20 | 60 |
| Junction | 7 27 | 8 25 | 75 |
| ARRIVE AT | | | |
| Sandy | 7 40 | 9 45 | 80 |
| LEAVE | | | |
| Sandy | 7 55 | 9 50 | |
| Draper | 8 07 | 10 10 | 1 00 |
| Lehi | 8 44 | 11 20 | 1 65 |
| American Fork | 8 56 | 11 35 | 1 80 |
| Pleasant Grove | 9 08 | 11 50 | 1 95 |
| | | P. M. | |
| Provo | 9 37 | 12 45 | 2 50 |
| Springville | [illegible] | [illegible] | [illegible] |
| Spanish Fork | 10 0[illegible] | [illegible] | [illegible] |
| Payson | [illegible] | [illegible] | [illegible] |
| Santaquin | [illegible] | [illegible] | [illegible] |
| Mona | [illegible] | [illegible] | [illegible] |
| Nephi | 11 50 | 4 30 | 4 7[illegible] |
| ARRIVE AT | | | |
| Juab | 12 30 | 5 30 | 5 [illegible] |

GOING NORTH.

| NAME OF STATION. | No. 2 Passenger. | No. 4 Freight. | Fare. |
|---|---|---|---|
| TRAINS LEAVE | P. M. | A. M. | |
| Juab | [illegible] | [illegible] | |
| Nephi | [illegible] | [illegible] | 75 |
| Mona | [illegible] | [illegible] | 1 15 |
| Santaquin | [illegible] | [illegible] | 1 75 |
| Payson | [illegible] | [illegible] | [illegible] |
| Spanish Fork | [illegible] | [illegible] | [illegible] |
| Springville | [illegible] | [illegible] | [illegible] |
| Provo | [illegible] | [illegible] | [illegible] |
| Pleasant Grove | [illegible] | [illegible] | [illegible] |
| American Fork | [illegible] | [illegible] | [illegible] |
| Lehi | [illegible] | [illegible] | [illegible] |
| Draper | [illegible] | [illegible] | [illegible] |
| ARRIVE AT | | | |
| Sandy | [illegible] | [illegible] | [illegible] |
| LEAVE | | | |
| Sandy | | [illegible] | |
| Junction | [illegible] | [illegible] | [illegible] |
| Lovendahls | [illegible] | [illegible] | [illegible] |
| Germania | [illegible] | [illegible] | [illegible] |
| Morgan | [illegible] | [illegible] | [illegible] |
| ARRIVE AT | | | |
| Salt Lake | [illegible] | [illegible] | [illegible] |

Nos. 1 and 3 will be run Daily.
Nos. 2 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.
JAMES SHARP, [illegible]

## UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

| STATIONS. | No. 1 Mixed. | Miles. | Fares. |
|---|---|---|---|
| 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 | 112 | 5 75 |
| ARRIVE AT | | | |
| Juab | 12 00 | 121 | 6 25 |

| STATIONS. | No. 2 Mixed. | Miles. | Fares. |
|---|---|---|---|
| TRAINS LEAVE | P. M. | | |
| Juab | 1 00 | | |
| Mills | 1 40 | 9 | 50 |
| Lemmington | [illegible] | 25 | 1 25 |
| Riverside | 4 1[illegible] | 43 | 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 Fast Express Except Sunday.
With the popular [illegible] Sleeping Car.
Reaches Pittsburg 2.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.05 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 3.30 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 6.45 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 7.20 p.m.; Harrisburg 3.40 a.m.; Baltimore 7.45 a.m.; Washington 9.00 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.

## 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:

| | |
|---|---|
| Leave Junction | at 7.45 a. m. |
| " Jordan | at 7.55 " |
| " Revere | at 8.05 " |
| Arrive at Bingham | at 9.15 " |
| Leave Bingham | at 2.30 p. m. |
| " Revere | at [illegible] " |
| " Jordan | at [illegible] " |
| Arrive at Junction | at [illegible] " |
| ON SUNDAYS. | |
| Leave Bingham | at 4.30 p. m. |
| " Revere | at [illegible] |
| " Jordan | at [illegible] |
| Arrive at Junction | at [illegible] |

S. D. [illegible]
J. G. [illegible], Manager.

## Wei De Meyer's CATARRH CURE.

Unquestionably the most important medical discovery since vaccination. A remedy which assimilates with the mucous membrane and forms not only local, but a constitutional cure at any stage. One package generally suffices. Delivered by Druggists or by D. B. Dewey & Co., 46 Dey Street, N. Y., $1.50 complete. Treatise and remarkable statements by the cured, mailed free. The afflicted can refer to:

Dr. W. H. Trumbull, Elgin, Ills.,
Mrs. H. Harper, 766 Stone St., Denver, Col.,
Sheldon Collins, Baldwin's Hotel, San Francisco;
Miss Marcey P. Rankes, 464 Clark St., Chicago;
Mrs. M. E. Sheeney, 3022 Savannah St., St. Louis;
Mlle Aimee, Opera Prima Donna;
Paul Boynton (the Swimmer), Flushing, L. I.;
Sam'l Benedict, 897 Broadway, N. Y.;
Rev. C. H. Taylor, 140 Noble St., Brooklyn, N. Y.;
Dr. F. M. Clark, 8 Montgomery St., San Francisco;
Rev. Geo. E. Pratt, St. Stephens Church, Phila.;
Rev. C. E. Jones, New Brighton, N. Y.; &c.

A real cure for Catarrh for $1.50!
d9 eow 6m

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HALBERT E. PAINE,
*Late Commissioner of Patents.*

## PATENTS.

PAINE, GRAFTON & LADD,
*Attorneys-at-Law and Solicitors of American and Foreign Patents.*
412 FIFTH STREET, WASHINGTON, D. C.

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## "NE VILE FANO"

IS THE MOTTO OF THE
BUSINESS
SAMPLE ROOMS
OPPOSITE THE
POST OFFICE.

## JAKE HEUSSER,

HAS
REMOVED TO No. 130
MAIN STREET,
Where he will continue to keep a Full Stock of
Guns, Pistols, Ammunition, Fishing Tackle
AND
CUTLERY
OF ALL DESCRIPTIONS.
ALSO DEALER IN
CIGARS & TOBACCO
130 MAIN ST., S. L. CITY.

## DAVID JAMES,

LICENSED
PLUMBER, TINNER,
STEAM AND GAS FITTER.
WATER PIPES
LAID ON SHORT NOTICE.

*A large amount of Plumbers' Goods kept in Stock, including Iron and Lead Pipe, Hose, Iron and Brass Fittings, Marble Ware and Sheet Lead.*

Sole Agent for Utah Territory for the popular Fire on the Hearth, Parlor, School Rooms and Lecture Hall STOVES; also, Fire on the Hearth, Grate Heaters and Mantles.

These justly celebrated STOVES are patronized and highly recommended by the Faculty of the Deseret University, for Public School Rooms, and by the Medical fraternity generally, as the best Heating and Ventilating Stoves ever invented.

*For particulars and Prices, enquire at Office and Workshops, West Temple Street, Opposite City Market.* P. O. Box, 366.

## NEW YORK TRADE.

BENEDICT, HALL & CO.,
BOOTS & SHOES
Nos. 134 AND 136 GRAND STREET,
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THOS. M. ARGALL & CO.,
MANUFACTURERS OF
MEN'S & BOYS'
CLOTHING!
330 BROADWAY,
JNO. E. COWLES, NEW YORK.

BRINCKERHOFF, TURNER & CO.,
109 Duane Street, New York,
Manufacturers of and Dealers in COTTON SAIL DUCK, *"Woodberry," "Druid Mills," "Polhemus" and other favorite brands, all numbers—Hard, Medium and Soft.*
DUCK FOR OVERALLS, BLUE, BROWN, OR IN THE GRAY.
COTTON CANVASS of all numbers—14 to 120 inches wide, for Duck—Car—Trunk—and Wagon Covering. Machine Aprons and other purposes, constantly in store and made to order. Agents for
*U. S. Bunting Co., U. S. Standard" & "Eagle" by the Case or less quantity.* dly
These Goods can be obtained at Z. C. M. I.

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CLARK'S
TRADE
O.N.T.
MARK
SPOOL COTTON.

GEORGE A. CLARK,
SOLE AGENT.
The BEST and MOST POPULAR Sewing Thread of Modern Times.
BEWARE of IMITATIONS.
A COMPLETE ASSORTMENT
FOR SALE BY
Z. C. M. I.
Branches and Dealers Everywhere.
6m

# EVENING NEWS.

Saturday, Jan. 15, 1881

## TRIBUTE TO THE BIRTHDAY OF THE PROPHET JOSEPH.

*Written for and read at a celebration of the day in the St. George Tabernacle.*

In genial fellowship we hail this day,
And our commemorative service pay—
Entwine fresh garlands for th' auspicious morn
Of that blest day when Joseph Smith was born.

Long centuries of time had come and gone,
With prophets of the living God unknown;
From heav'n's high court no voice nor sound was heard—
From realms of light no angel form appear'd:
The 'people heap'd up teachers" false and vain
"With itching ears," and thirst for worldly gain;
And Christendom, with all its boasted lore
And "hireling priests" ignored the gifts and power
Of Christ's pure gospel, which salvation brought
When in its fullness, his apostles taught.

To check the swelling tide of wickedness—
The noble and the pure in heart to bless,
And God's eternal purpose to fulfill,
Required a prophet, to reveal His will.
The prophet came, and early in his youth,
Received the mighty keys of light and truth—
Of wisdom, knowledge and to usher in
A Dispensation, and its work begin.

Harmoniously in him, at once combined
Goodness of heart and strength of master-mind,
Embodying childlike, sweet simplicity
With superhuman, Godlike majesty.
He, with the keys of old, Elijah held,
Thick clouds of darkness from the grave dispelled—
Unlocked the prison doors, as Jesus did,
Which long had bound the spirits of the dead.

Thro' him the priesthood of the living God
Has been restored to earth—"the iron rod"
Which o'er all nations shall extend its sway
In righteousness, to crown the latter-day.

Bold as a lion, none but God he feared,
And yet as humble as a child, appear'd
When he approached his Maker to implore
Strength to endure the weight of wrongs he bore;
And when he intercession made with God
For aid to spread the gospel light abroad,
To bless and save mankind from guilty strife
Though men, in blindness, sought his precious life.

We celebrate our glorious era's morn,
The day the Prophet Joseph Smith was born
A mighty destiny hangs on that birth,
That yet will revolutionize the earth—
Not only earth—the worlds beneath 'twill move:
It has already stirr'd the worlds above:
The heavens were opened, and at once came down
The Father God and his Beloved Son
To our great prophet, then a humble youth,
And lighted here, the glorious lamp of Truth.
"The gates ajar"—now angels come and go
From heaven to earth, and spirits from below.

Where'er the gospel Jesus taught, has spread,
The nations tremble with foreboding dread—
All Christendom is filled with rage and fear
While "broken reed" to "broken reed" draws near.
To war with God, the wicked now combine,
And hostile sects in mutual efforts join.

Here in St. George, Jehovah's Temple stands—
A monument of faith in God's commands—
Emblem of purity and holiness,
The worthy living and the dead, to bless.
It speaks in tones of more than mortal speech,
And more than human thought has power to reach,
That GOD IS WITH US. And it testifies
That Joseph Smith, the great, and good, and wise,
Is GOD'S TRUE PROPHET, and his memory dear
The hosts above, and saints on earth revere.

He changed the current of its ebbing tide
And forced the ship of life to upward ride—
In plainness marked the "narrow way" to God,
And sealed his testimony with his blood.

E. R. SNOW SMITH.

St. George, Dec. 23, 1880.

## EASTERN ARIZOAA STAKE CONFERENCE.

The Quarterly Conference of the Eastern Arizona Stake of Zion was held in Snowflake, Saturday and Sunday, December 25th and 26th, 1880.

Present, Brigham Young of the Twelve Apostles, Prest. Jesse N. Smith and counsel, the majority of the bishops and presiding elders.

After the usual opening exercises Prest. Jesse N. Smith stated that the forenoon would be occupied in funeral service over the remains of Brother Ebenezer Thayne. Brother Readhead then bore his testimony to the faithfulness of Brother Thayne. The deceased had labored faithfully up to the time of his death as a missionary among the Lamanites.

Prest. Jesse N. Smith read the 38th chapter 4 verse Boob of Job, and 8th chapter 2nd verse Book of Mosiah. We have great reason to rejoice that our redeemer has prepared a reconciliation between us and our Maker and opened the way for man to return to his Creator. We have covenanted to assist him in redeeming the earth from all that is impure or unholy.

Elder Brigham Young said he rejoiced that one more had gone who was worthy of eternal life.

In the afternoon the Bishops reported their several wards and districts showing a good state of affairs throughout the Stake.

The clerk then read the statistical reports of the Stake.

Elder Brigham Young followed with spirited remarks. During his experience on the railroad he had been pained to hear young men take the name of God in vain. To hear men who had their endowments profane the name of the Deity was most repulsive to him. God would make them pay sorely for this sin. Is there a nation or a man that would take up the sword in defense of this people? He knew of none. Then who will defend them against their enemies? It is the same God whose name those men who call themselves Latter-day Saints are profaning. He never doubted that God would defend this people, but he would not protect those who were wicked.

Sunday, 10 a.m.

The forenoon session was occupied by Bros. Foster, Ellsworth, Whipple, Shumway and Nielson, all bearing a faithful testimony to the truth of the gospel. Related many noteworthy incidents which they had witnessed in the early rise of the Church.

In the afternoon after the sacrament was administered, the general and local authorities of the Church were presented and unanimously sustained by the congregation.

Counselors L. H. Hatch and Oscar Mann occupied a few moments, each exhorting the Saints to faithfulness, and parents to set worthy examples before their children. Wanted the people to be charitable with each other.

Elder Brigham Young said he was a believer in charity, but he did not have charity enough to induce him to associate with evil doers. Did not want to descend to their level, but wanted to bring them up to his level.

President Jesse N. Smith then made a few closing remarks, expressing pleasure and joy in meeting with the Saints in conference.

Conference adjourned until the last Saturday and Sunday in March, 1881.

JNO. R. [illegible]

## Correspondence.

SNOWVILLE,
Box Elder County,
January 12th, 1880.

*Editor Deseret News:*

On New Year's Eve, our worthy Bishop, according to his general custom, gave a free party to all the settlers of this place and its surroundings, at which we received a good supply of pie and cake and other seasonable delicacies. And on the eighth of this month, our Sunday school held its jubilee, at which could be plainly seen the progress our children have been and are making, which was gratifying to the parents and creditable to all those that are assisting in the progress of the rising generation. The children and parents all assembled together and partook of a dinner and supper that was worthy of the lords of the land. And again, on the 10th, our Female Relief Society held a party at which the settlement received another feast of good things. So you see that this people believe in feasting, if they can get it, at which our Bishop is none behind and does a good shore of furnishing the goodies.

Our meetings are well attended. We have a good day school running. Our Primary and Y. L. M. I. Associations are alive and up to the mark. We are contemplating getting out rock for a new school-house or a foundation, this winter, ready for work in the Spring.

We have had a good share of snow, but now it has been raining, with a south wind, for two days, and the snow is fast disappearing, which will help us in other ways as well as to obtain our rock.

The health of the people is good, and when sickness makes its appearance, it is soon dispersed by the administrations of the Priesthood, who have uncommon faith.

Respectfully yours,
MILES' BOY.

WASHINGTON, D. C.,
January 8th, 1881.

*Editor Deseret News:*

The senatorial elections in the different States are having a strong bearing upon the contest, which will take place for the speakership of the next House of Representatives. Gen. Hawley, Mr. Conger and Mr. Frye will occupy seats in the higher chamber after the 4th of March. Mr. Robeson hopes to accompany them to that paradise for statesmen, but his chances to succeed Senator Randolph, of New Jersey, are not as brilliant as his friends could wish for. Mr. Orth, of Indiana, Mr. Dunnell, of Minnesota, and Mr. Williams, of Wisconsin, have all been named for the senatorship from their respective States. With the possible exception of Mr. Orth, the chances of the other gentlemen are thought to be slim.

Messrs. Frye, Hawley and Conger being out of the way, it is now practically the field against Kasson for the speakership. If the gentleman from Iowa was not a free trader, his election might be regarded as a foregone conclusion. The western members are earnestly of the opinion that some western man should be Speaker. Mr. Kasson's tariff views handicap him in the race very seriously. The last republican campaign was fought on a protective platform, and it would not, in the estimation of a large number of republicans, be the proper thing to repudiate the platform in the election of a Speaker.

It is believed that Mr. Hiscock, of New York, will be Mr. Kasson's strongest opponent. Mr. Hiscock is a good lawyer, an able parliamentarian, and is an exponent of the republican protectionist theories. Only one contingency can prevent Mr. Hiscock from being a very prominent candidate, and that is the opposition of Mr. Conkling. Thus far the Senator has shown no disposition to take a hand in the contest. If he maintains a neutral attitude, Mr. Hiscock's friends believe they can elect their candidate.

The superintendent of the census sent to the Secretary of the Interior yesterday, for transmission to Congress, a communication asking for an additional appropriation of $500,000, for the completion of the census work and the publication of the results.

The superintendent reviews the causes which have necessitated expenditures in excess of the original plans of the census office. These are the great rise in the prices and wages which occurred prior to the beginning of the census, involving a large increase in the cost of the field work; secondly, the surprising growth of population during the decade, the census discovering a population of two million in excess of the highest estimate of the office; thirdly, the unexpected wealth of opportunities found in the work of the various special agents of the office, especially in the departments of forestry, mining, meat productions, the fisheries, wages and machinery, the factory system, the manufactures of iron and steel and of textile fabrics, the cultivation of cotton, tobacco and the several cereal crops, the social statistics of cities, and the statistics relating to the defective, dependent and delinquent classes.

A democratic caucus to consider the evils of absenteeism, and to devise ways and means whereby the derelict democratic members may be corralled for party duty, will be held in the hall of the House to-night. A count of noses, made yesterday, showed up 17 less than a quorum in the city.

LEM.

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## NOTICE.

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

IN THE MATTER OF THE ESTATE OF JACOB PEART, DECEASED.

JACOB PEART AND MARTIN LENZI, administrators of the estate of Jacob Peart, deceased, having on the 24th day of December, A.D. 1880, filed in this court their annual report showing the financial condition of the said estate.

Now, therefore be it ordered that Saturday, the fifteenth day of January, A.D. 1881, at 10 a.m. of said day, at the Court Room of said Court, at the County Court House in Salt Lake City, be and is hereby appointed the time and place when and where all persons interested may appear and file objections to said report or any part thereof.

It is further ordered that notice hereof be given to all parties interested, by publication of a certified copy of this order till the day appointed herein in the DESERET EVENING NEWS, a newspaper published in and having general circulation in Salt Lake County.

Done in open court this third day of January, A.D. 1881.

E. SMITH, Probate Judge.

TERRITORY OF UTAH, County of Salt Lake. } ss.

I, D. Bockholt, Clerk of the Probate Court in and for the County of Salt Lake, in the Territory of Utah, do hereby certify that the foregoing is a full, true and correct copy of the order of the Court in the matter of the estate of Jacob Peart deceased, appointing time and place to file objections to the account of the executors as appears of record in my office.

[SEAL] In witness whereof, I have hereunto set my hand and affixed the seal of the said Court, this 4th day of January, A.D. 1881.

D. BOCKHOLT, Probate Clerk.
339 td

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STONECUTTERS AND BUILDERS
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