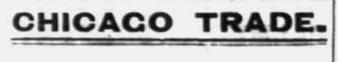
our minds as to the result. We know that God can sustain us; He has borne off His people in triumph thus far and will continue to do so.

I did intend, when I got up, to say something in relation to the effects of the priesthood; but as the time is so far gone, I feel that if I say anything it must be very brief. But in connection with the subject of plural marriage, the priesthood is intimately interwoven. It is the priesthood which produces the peace, harmony, good order, and everything which make us as a peorle pecu-liar, and for which our Territory has become remarkable. It is that principle -the priesthood, which governs the heavenly hosts. God and Jesus rule through this power, and through it we are made, so far as we have received it and rendered obedience to its mandates, like our Heavenly Father and God. He is our Father and our God; He is the Father of our Lord Jesus Christ; He is the Father of all the inhabitants of the warth, and we inherit His divinity, if we choose to seek for and cultivate it. We inherit His attributes; we can, by taking the proper course, inherit the priesthood by which He exercises conimmensity of space are governed, and by which the earth revolves in its seasons. It is the Holy Priesthood that controls all the creations of the Gods, and though men fight against it, and, if they could, would blot it out of existence, it will prevail and go on increasing in power and strength until the sceptre of Jesus is acknowledged by all, and the earth is redeemed and sanctified.

That this day may be brought about speedily, is my prayer in the name of Jesus, Amen.



Wholesale

DRUG,

PAINT

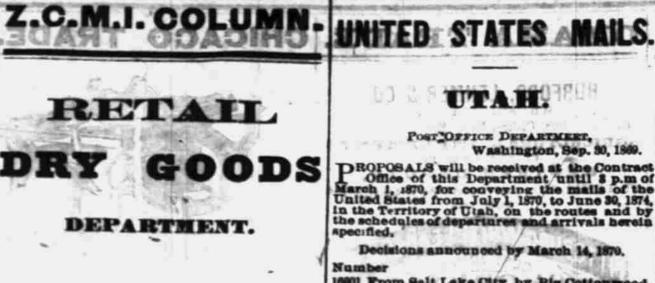
OIL

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DRY GOODS,

NOTIONS,

AND



RECEIVED JUST

A Choice Assortment of

LADIES' FURS!

IN PRICES TO SUIT.

An Immense Lot of

Burnhams & Van Schaack. California Blankets I

AND FLANNELS.

THE NEWEST STYLES OF

Fall & Winter

UTAHOTELI

POST OFFICE DEPARTMENT, Washington, Sep. 30, 1869.

PROPOSALS will be received at the Contract Office of this Department until 8 p.m of March 1, 1870, for coovering the mails of the United States from July 1, 1870, to June 30, 1874, in the Territory of Utab, on the routes and by the schedules of department and arrivals berein

Decisions announced by March 14, 1870.

16601 From Salt Lake City, by Big Cottonwood, Union, Draper, Lohi City, American Fork, Pieasant Grove, Provo City, Springville, Payson, Santaquin, Mona, Salt Creek, Chicken Creek, Round Val-ley, and Bolden, to Fillmore City, 150 miles and back; six times a week to Provo City; three times a week the res-idue.

idue, Leave Provo City Monday, Wednesday and Friday, at 8 a m; Arrive at Filimore City Wednesday, Fri-day and Sunday by 8 a m; Leave Filimore (ity Monday, Wednesday and Friday at 11 p m; Arrive at Provo City Tuesday, Friday and Sunday by 11 p m;

Sunday by 11 p m; Leave Salt Lake City daily, except Sun-

day, at 8 a m; Arrive at Provo City by 11 p m; Leave Provo City daily, except Sunday, at 8 a.m. Arrive at Salt Lake City by 11 p m. From Salt Lake City, by West Jordan, to Herriman, 20 miles; and back, once a

week. Leave Sait Lake City Thursday at 6 a m; Arrive at Herriman by 12 m; Leave Herriman Thursday at 1 p m; Arrive at Sait Lake City by 7 p m. From Brigham City, by Wellsville, Para-dise, Hyrum, Millville, Providence, Lo-gau, Hyde Park, Smithfield and Rich-mond, to Franklin, 55 mfles and back, twice a week

twice a week. Leave Brigham City Tuesday and Friday

at 12 m; Arrive at Franklin next days by 2 p m; Leave Franklin Wednesday and Saturday

at \$ p m; Arrive at Brigham City next days by 6 p m From Ogden City to Huntsville, 18 miles and back, twice a week. Leave Ogden City Wednesday and Satur-

day at 6 a m; Arrive at Huntaville by 12 m;

Leave Huntsville Wednesday and Satur-

day at 1 p m; Arrive at Ogden City by 7 p m. From Ogden City to North Ogden, 7 miles and back, twice a week Leave Ogden City Monday and Thursday at 8 pm

Arrive at North Ogden by 5 p m; Leave North Ogden Monday and Thursday

stil a m: Arrive at Ogden City by 1 p m; From Oguen City, by Lynne and Slaters-ville, to Plain City, 10 miles and back,

twice a week. Leave Ogden City Tuesday and Friday at

4 p m; Arrive at Plain City by 7 p m; Leave Plain City, Tuesday and Friday 12 m;

Arrive at Ogden City by 3 pm. From Weilsville to Mendon, 6 miles and back, once a week. Leave Wellsville Monday at 9 a m.

Arrive at Mendon by 12 m; Leave Mendon Monday at 1 p m;

miles and back, once a week.

Star From Franklin, by Fish Haven, Saint Charles, B'oomington, Paris and Liberty to Bennington, & miles and back, once Leave Franklin Monday at 7 a m: Arrive at Bennington next day by 6 pm; Leave Bennington Wednesday at 6 a m; Arrive at Franklin next day by 6 pm. Proposals to extend service to Montpeller, 6 miles, invited. From Sait Laite City, 'by Stoker, Centre-ville, and Farmington, to Uintah, 29 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection.

day, at 7 a m; Arrive at Uintah by 4.30 p m; Leave Uintah daily, except Sunday, at 7

or more, in due connection. Leave Sait Lake City daily, except Sun-

Arrive at Salt Leke City by 4.50 pm. From Salt Lake City, by Tooele, to Stock-ton, 40 miles and back, twice a week. Leave Salt Lake City Tuesday and Friday

at 6 a m; Arrive at Stockton by 7 p m; Leave Stockton Wednesday and Saturday

Leave Slockton Wednesday and Saturday at 6 a m; Arrive at Sait Lake City by 7 p m. From Corinne, by Bear Biver, and Port-age, (Utah.) Malad City, Fort Hall, Eagle Rock, Snake River Ferry, Sturgis, and Junction Ranch, [local. Idaho Ter.,] to Virginia City, Bion. Ter. J320 miles and back, three times a week. Leave Corinne Monday, Wednesday, and Friday at 8 a m; Arrive at Virginia City third day by 8 p m Leave Virginia City monday, Wednesday and Friday at 8 a m; Arrive at Oorinne third day by 8 p m. Winter schedule five days. Proposals to extend service to Helena, (Mon. Ter.,) 125 miles further, invited. From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times a week.

a week. Leave Brigham City daily, except Sunday

at7 am; Arrive at Hot Springs by 12 m; Leave Hot Springs daily, except Sunday, at 1 p m; Arrive at Brigham City by 7 p m.

INSTUCTIONS TO BIDDERS AND POST

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each inter-mediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Depart-ment, also post office blanks, mail bags, locks and keys, are to be conveyed without extra

and keys, are to be conveyed without extra charge. 3, On railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them; are to be conveyed with-out charge; and for the use of the United States agents a commodious car, or part of a car, pro-perly lighted, warmed, and furnished, and adapted to the convienent seperation and due security of the mails, is to be provided by the contractor, under the direction of the Depart-ment.

ment, | |Bailroad and steamboat companies are requi-red to take the mail fnom, and deliver is into, the post offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the compa less for the performance of all other side service-that is, for offices over eighty rods from a sta-tion or landing. There will be "way bills prepared by post-masters, or other agents of the Debartment, to accompany the mails conveyed on railroad and

accompany the malls conveyed on railroad and steamers, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regular-ity in the delivery of mails. 4. No pay will be made for trips not perfor-med; and for each of such omissions, not satisfactorily explained, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with de-pending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquen-cies of the kind herein specified, enlarged pen-alties, proportioned to the nature thereof, and the importance of the mail, may be made. 5. For leaving behind or throwing off the mails, or any portion of them, for the admission bilis forwarded; the latter to be examined by Leave Aloine City Thursday at 1 p m; Arrive at American Fork by 3 p m; Leave American Fork Thursday at 3 30 p m Arrive at Alpine City by 6 p m. From Salt Creek, by Spaniah Fork Cafion, Fountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles and elsewhere. back, twice a week. Leave Salt Creek Monday and Wednesday Leave Salt Creek Monday and Wednesday at 6 a m; Arrive at Gunnison next days by 6 p m; Leave Gunnison Wednesday and Friday at 6 a m; Arrive at Salt Creek next days by 6 p m. From Filimore City, by Meadow, Kanoch, Beaver, Paragonah, Parorvan and Sum-mit, to Cedar City, 125 miles and back. Wide a Werk. Leave Filimore City Monday and Thursmails, or any portion of them, for the admission of passangers, or for being concerned in setting up or running an express conveying inteili-gence in advance of the mail, a quarter's pay may be deducted. may be deducted. 6. Fines will be imposed, unless the delin-quency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time: for neglecting to take the mail irom, or deliver it into, a post office; for suffer-ing it to be wet, injured, destroyed, robbed, or iost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route. Leave Filmore City Monday and Thursday at 6 a m; Arrive at Cedar City Wednesday and Sat-THE RISE, PROGRESS AND TRAVELS OF urday by 8 p m; Leave Cedar City Thursday and Monday at THE CHURCH OF JESUS CHEIST OF Arrive at Fillmore City Saturday and Arrive at Fillmore City Saturday and Wednesday by 8 p m. 16612 From Fillmore City to Deseret, 30 miles and back, once a week. Leave Fillmore City Monday at 8 a m; Arrive at Deseret by 4 p m; Leave Deseret Tuesday at 8 a m; Arrive at Fillmore City by 4 p m. 16613 From Cedar City, by Hannaraville, Belle-vue, Toquerville, Harrisburgh, and Washington, to St. George, 65 miles and back, twice a week. Leave Cedar City Monday and Thursday at 6 a m; or is concerned in running, a coach, car, or steamboat on a route. 7. The Postmaster General may annul the contract for repeated failures to run agreeably to cootract; for violating the post office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when 'requi-red by the Department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail. Answers to Questions The Revelation on Celestial at 6 a m; Arri e at Santa Clara Wednesday and Sathe mail 8. The Postmaster General may order an in-8. The Postmaster General may order an in-crease of service on a route by allowing there-for a prorate increase on the contract pay. He may change schedules of departures and arri-vals in all cases, and particulary to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster General may also discontinue or curtait the service, in whole or in part. In order to place on the route superurday by 5 p m; Leave Santa Clara Monday and Thursday Arrive at Cedar City Wednesday and Sat-Arrive at Cedar City Wednesday and Sat-nrdsy by 6 p m. From Cedar City, by Pinto, Pine Valley, and Barney to St. George, 80 miles and back, once a week. Leave Cetar City Monday at 3 a m; Arrive at St. George Wednesday by 6 p m; Leave St George Thursday at 3 a m, Arrive at Cedar City by 6 p m. Bids for twice-a-week service invited A BRIEF ACCOUNT OF THE SETTLEMENT OF SALT LAKE VALLEY, WITH. or in part, in order to place on the route supe-rior service, or whenever the public interests, in his judgement, shall require such discontin-nance or curtailment for any other cause; he By PRESIDENT GEO. A. SMITH all wing as fail indemnity to contractor one month's entra pay on the amount of service dispensed with and a pro rata compensation for the amount of service retained and continued. 9. Payments will be made by collections from From Toquerville, by Virgin City, Dan-caa's Retrea'. Grafton. and Rockville, to Springdale, 25 miles and back, once a FOR SALLE or draits on, po imasters, or otherwise, after, the expiration of each quarter-say in Novem-ber, February, May, and August. 10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than adverti-sed, if the points to be supplied are correctly stated. Bidders must inform themselves on this point, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind by which expease may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misspprebension as to the degree of service; nor for bridges destroyed, ferries distance or expease, occurring during the con-tract term. Offices established after this ad-vertisement is issued, and also during the con-tract term, are to be visited without extra pay, if the distance be not increased. or draits on, po-tmasters, or otherwise, after, DESERET NEWS OFFICE. d267s70w35 if the distance be not increased. We have for sale at the DESERET NEWS 11. B dders are cautioned to mail their pro-posals in time to reach the Department by the day and hour named, (3 p. m., March 1, 1870) for bids received after that time WILL N T BE CONSIDERED in competition with a bid of rea-sonable amount received in time. Neither can bids be considered with a with the bid of rea-OFFICE the following-GATE MAIVA STATEMENT BLANKS For filing before Judges of Probate Courts by owners of Town Lots where the Town Siltes have been entered at the U.S. Land Office.

cannot be allowed. Bidders will therefore take notice that they will be expected to perform the service accepted to them through the whole term of the contract. IS Portunations at officer on or near milroads, but more than eighty role from a station, will, immediately after the 1st of March pert, report their eract distance from the nearest station, to enable the Postmaster General to direct a mail-messenger supply from the ist of July next. If. Section eighteen of an act of Congress ap-proved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering suf-ficient guarantees for faithful performance without other reference to the mode of such transportation than may be necessary to pro-vide for the due celerity, certainty and security of such transportation." Under this law bids that propose to transport the mails with 'cele-

vide for the due chains, and security, is an interference over all other the mails with 'cele-rity, certainty, and security,' having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mole of conveyance necessary to insure its 'celerity, certainty and secu-rity,' and have the preference over all others, and no others are considered. 29. A modification of a bid in any of its essen-tial terms is tantamount to a new bid, and can not be received, so as to interfere with regular competition. Making a new bid, with guaran-tee and certificate, is the only way to modify a previous bid. previous bid.

previous bid. 21. Postmasters are to be careful not to certify the sufficiency of guarantors, or surgites, with-out knowing that they are persons of sufficient responsibility; a disregard of this instruc-tion by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, suaran-tors and surgites are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced arainst them. 22. Present contractors, and persons known

22. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and certificates of their suf-ficiency substantially in the forms above pre-scribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted. JNO. A. J. CRESSWELL, POSTMASTER GENERAL. d279-6



Sait Lake City, Oct. 25, 1809. JAMES ROBBINS, Proprietor. d285-1m



In the Supreme Court for the District of Utah.

In the Matter of HENBY W. NAISBITT and JOHN HINDLEY, partners, ander the firm same of NAISBITT & HINDLEY, In Bankruptcy.

Bankrupts,

CHE BLUE LINE CARS Are ALL OF UNIFORM BUILD, thus largely essening the chances of delay from the use of ars of a mixed construction, and the conse-quent difficulty of repairs while remote from their own roads. NOTICE IS HEREBY GIVEN, That, pursu-ant to an Order of the above Court, autho-rising the disposition of the personal property of the above Estate at private sale, the Assignee of the said Estate will express for sale the clock of Goods belonging to the said Estate, at the store lately occupied by Naisbitt & Hindley, said stock consisting. In part, of Dry Goods

GREAT A AGA TERES 正都市 -THE MICHIGAN CENTRAL RAILROAD

RAILROADS.

AND CONNECTIONS,

Unite in running FOUR EXPRESS PAS-SENGER TRAINS DAILY between Chicago and New York, Boston, and all intermediate points in New England, New York and the Canadas.

The renowned Pullman Palace Sleeping Cars are run on this line, exclusively, from Chicago east, and are fully supplied on all night trains.

The fimous **PULLMAN HOTEL CARS** leave daily on evening trains running directly through to Rochester, N.Y., without change.

The passenger equipment of this line is une-qualled by any other in the country, and will be found by patrons to possess all the requisites of "SPECD, COMFORT and SAFETY."

The Blue Line

Established January 1, 1867, for the carriage

Through Freight without Transfer

This Line is owned and operated by the Mich-igan Central; I linois Central; Chicago, Burling-tou and Quincy; Chicago and Alton; Great Western of Canada; New York Central; Hudson River; Boston and Albany; Providence and Worcester; Worcester and Nashua; Housatonic; and Jackson, Lansing and Saginaw Railroads.

THE "BLUE LINE"

Is the only route that offers to shippers of freight the advantage of an unbroken gange of track from Chicago and the Missis-sippi river to the Beaboard, and is of the

SAME GUAGE AS THE UNION PACIFIC.

over which these cars will run on completion

The Blue Line is operated by the Railroad

Companies who own it, without the interven-

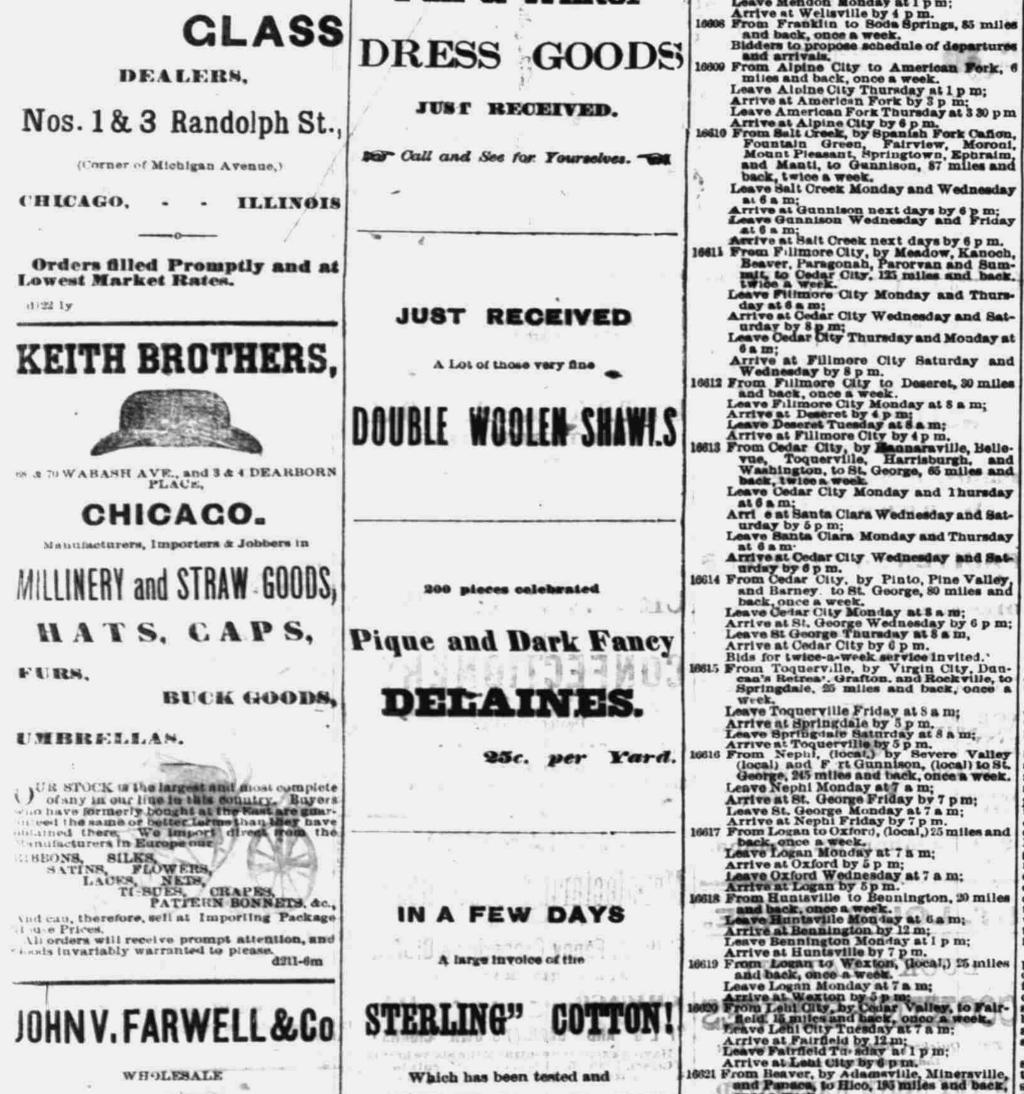
tion of intermediate parties between the Roads

merits.

Connected with the

GREAT CENTRAL ROUTE

IS ALSO



COTTON 16/21 Pronounced "Superior."

Leave Toquerville Friday at 8 a m; Arrive at Springdale by 5 p m. Leave Springdale Saturday at 8 a m; Leave Springdale Saturday at 8 a m; Arrive at Toquerville by 5 p m. From Nephi, (local.) by Severe Valley (local) and F rt Gunnison, (local) to St. George, 245 miles and back, once a week. Leave Nephi Monday at 7 a m; Arrive at St. George Friday by 7 p m; Leave St. George Monday at 7 a m; Arrive at Nephi Friday by 7 p m. From Logan to Oxford, (local.) 25 miles and back, once a week. 16616 16617 From Logan to Oxford, (local.) 25 miles and back, once a week.
Leave Logan Monday at 7 a m; Arrive at Oxford by 5 p m; Leave Oxford Wednesday at 7 a m; Arrive at Logan by 5 p m.
16618 From Huntsville to Beonington, 20 miles and back, once a week.
Leave Huntsville Monday at 6 a m; Arrive at Bennington by 12 m; Leave Huntsville Monday at 1 p m; Arrive at Bennington Monday at 1 p m; Arrive at Huntsville by 7 p m.
16619 From Logan to Wexton, (local.) 25 miles and back, once a week.
Leave Logan Monday at 7 a m; Arrive at Huntsville by 7 p m.
16619 From Logan to Wexton, (local.) 25 miles and back, once a week.
Leave Logan Monday at 7 a m; Arrive at Wexton by 5 p m; Leave Logan Monday at 7 a m; Arrive at Wexton by 5 p m; Leave Logan Monday at 7 a m; Arrive at Fairfield by 12 m; Leave Fairfield Tu sday at 1 p m; Arrive at Fairfield Tu sday at 1 p m; Arrive at Lean City by 5 pm. Leave Fairfield Tu-sday at 1 p m; Arrive at Lahi City by 6 p m. From Beaver, by Adamsville, Minersville, and Panaca, to Hico, 185 miles and back, once a week. Leave Beaver Monday at 6 a m; Arrive at Hico Wadnesday by 6 p m; Leave Hico Thursday at 6 a m; A rive at Beaver Saturday by 6 p m. Proposals to and at Minersville, 20 miles, invited. From Indian Creek, (Utah, thy Boine City, Martingville, Emmilaville, Middleton.

6 a ID;

at 6 a m.

16614

nvited, om Indian Creek, (Utah.) by Bolae City Lartinsville, Emmilaville, Middleton Veisar Ranch, (Idaho.) Express Ranch uburn, Baker City, North Powder Inton, La Grande, Orndell, Cayuce Sitchell'astation, Walla Walla, Walluis a, 10 The Daltes, (Oreg I back, six times a week pose schedule, n and b Bidders to propose senes

Bids for twice-a-week service invited."

sonable amount received in time. Petther can bids be considered which are without the guar-antee required by law and a certificate of the sufficiency of such suar-spice. 17. Bidders should first propose for service strictly according to the advertisment, and theo, if they desire, s PARATELY for different service; and if the EEGULAR old be the lowest offered for the advertised service, the other offered for the advertised service, the other propositions may be considered. 13. There should be but one route bid for in a

proposal. Consolidated or combination bids ("proposing one sum for two or more rontes") are forbidden by law, and cunnot be con

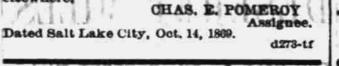
aldered. 14. The route, the service, the yearly pay, the mame and residence of the bidder, ['bat is; his usual post office address,] and the hame of each member of a firm, where a company offers, should be disting iy stated. 15. Bidders are requested to use, as inr as practicable, the printed proposals furnished by the Dep riment, to write out in full the sum of their bids, and to retaid a ples of inem. Altered bids should not be summitte': nor For the transfer and sale of C.a.ms. DECLARATORY STATEMENTS

for cases where the Land is not subject to Privale Entry. in the subject to

said stock consisting, in part, of Dry Goods. Clothing, Gisssware, Queensware, Boots and Shoes, Hats, Notions, Carpenters' Tools, Lamps, Agricultural Implements, Hardware, Groceries, &c., &c., which will be sold at satisfactor

NOW

Jobbers and Retailers especially invited to The facilities of the Line for making uniformly quick time are unequalled. call and examine this stock before purchasin All claims promptly settled on their



LATTER-DAY SAINTS.

BEING A SEBIES OF

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Marriage,

INTERESTING STATISTICS,

Church Historian, Etc.

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Price 50 Cents.

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TRANSFER DEEDS

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For the sale of Land.

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AND

Freight contracts given at the offices of the Companies in New York, Boston, &c. READY. H. E. SABGENT. Gen'l Supt. M.C.R.R., Chicago.

of that road,

or Line and the public.

H. C. WENTWORTH, Gen'l Pass. Agent, Chicago.

J. D. HAYES, Detroit, Gen'l Manager Bine Line. d107 Ly



THE Chicago, Hock Island



Great Central Iowa Route

IS NOW OPEN BETWEEN **OMAHA & CHICAGO**

VIA DES MOINES & ROCK ISLAND. SHILE DEDITION CHARLES

This Great Central Route IS OVER 100 MILES SHORTER

than via St. Joe, and no change of CARS.

THIS LINE IS WELL STOCKED WITH

Elegant New Cars T BALS SI & MAN DELATORS 21 1

PALACESLEEPINGCOACHES

FOR ALL THROUGH TRAINS.

Two Express Trains leave (ouncil Blutts Daily, upon arrival of Trains from. the West, and make quick time over a thoroughly well constructed ...

BRCDAND BEBRIND Laid with heavy New Bail, giving Pas-

sengers the advantage of

