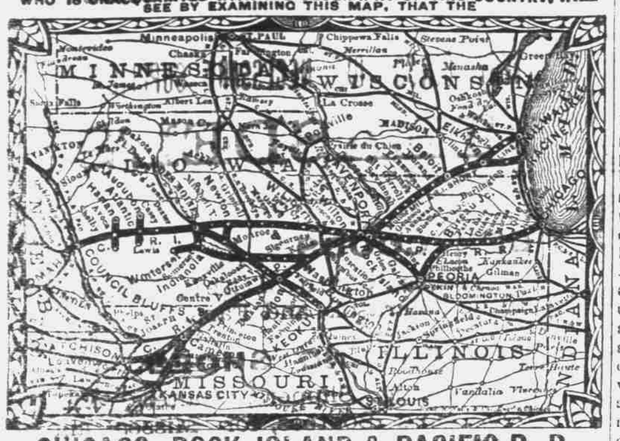
A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

[illegible] Ottawa, La Salle, Depue, Princeton, Council Bluffs, Lenox, Creston, Winterset, Grinnell, Des Moines, Indianola, Atlantic, Audubon, Harlan, Avoca, Missouri River at Council Bluffs, Kansas City, Leavenworth, Atchison, and Kansas City, Washington, Fairfield, Eldon, Halliday, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City, Lexington, Sibley, Sumner, Oskaloosa, and Knoxville, Peoria to Farmington, Bonaparte, Bentonsport, Independence, Kilbourn, Ottumwa, Eddyville, Pella, Monroe, and Des Moines; Keokuk to Montezuma, Des Moines to Indianola and Winterset, Atlantic to Lewis and Audubon, and Green to Harlan. This is positively the only Railroad, which owns and operates a through route in Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run every day between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON, and 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 taking 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. Meals are served at the low rate of 75 cents.

It is a noticeable fact that a majority of the people prefer separate apartments for different purposes and the immense passenger business of this road warranting it, we have passed to order that this Company run 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 Isld. & 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. & M. 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. R. & 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 Ticket and Pass'r Agt., Chicago, Ill.

U. P. R. R.

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

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

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

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Ry. for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

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

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

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

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

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Woodscross	7 25	4 08	
Centreville	7 33	4 16	
Farmington	7 50	4 33	1 0
Layton	8 12	4 55	1 5
ARRIVE AT			
Ogden	8 30	5 10	2 0
NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE	P.M.	P.M.	
Ogden	9 40	6 20	
Layton	10 01	6 40	1 0
Farmington	10 22	7 01	1 5
Centreville	11 04	7 44	1 0
Woods Cross	11 13	7 53	1 5
ARRIVE AT			
Salt Lake	11 40	8 20	2 0

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.10 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.30 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.0 p. m., arriving in Salt Lake City at 5.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	60
Germania	7 28	8 10	50
Lovendale	7 34	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 43	8 45	85
LEAVE			
Sandy	7 58	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 53	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
	P. M.		
Provo	9 37	12 45	2 30
Springville	9 58	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Tintic	11 23	3 40	4 25
Juab	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 46	9 00	75
Moroni	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.		
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 02	1 40	3 55
American Fork	4 16	2 00	3 70
Lehi	4 26	2 10	3 85
Draper	5 25	3 20	4 80
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy		4 15	
Junction	5 44	4 50	4 75
Lovendale	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 80

Nos. 1 and 2 will be run daily.

Nos. 3 and 4 will be run daily Sundays excepted.

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 Mixed.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	
Lemmington	9 15	27	
Mills	10 35	43	
ARRIVE AT			
Juab	11 20	58	3 00

GOING SOUTH.

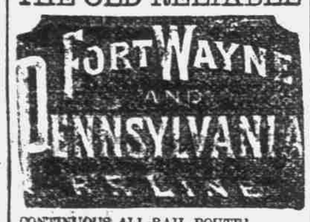
STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Juab	1 70		
Mills	2 15	9	
Lemmington	3 35	25	
Riverside	5 05	63	
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

THE OLD RELIABLE



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 11.43 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 6.30 p. m Washington 9.00 p. m. next day.

5.15 p.m. 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 Saturday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.05 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.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,	at 8.45 a. m.
" Jordan,	at 7.55 "
" Bevers,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.30 p. m.
" Bevers,	at 3.20 "
" Jordan,	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS

Leaves Bingham	at 4.30 p.m.
" Bevers,	at 5.20 "
" Jordan,	at 5.55 "
Arrives at Junction	at 6.05 "

J. G. KENNEDY, Supt.

S. D. BARNES, Ass't Supt. Manager.

DANGER IN DISGUISE!

Summer Pestilence Unearthed: its Causes Explained and Some Timely Advice About How to Avoid it.

CERTAIN VALUABLE FACTS MADE PUBLIC.

It is well known that hot weather brings sickness, and that few people go through the summer without unpleasant symptoms. The mouth becomes dry and parched, the tongue furred and white, the pulse irregular, the head feverish, the body cramped and the limbs swollen and tired. Ladies especially, with their natural delicacy and tendency to female troubles, find the hot weather almost unbearable, while Little Children are dying every day from exhaustion and because Parents neglect precaution and care. A prominent and well known physician of New York asserts as his positive belief that more than three-fourths of all so-called Summer complaints arise from disordered secretions, and that these secretionary organs, which, by being out of order cause so much trouble, are the Kidneys and Liver. These organs are the governors of the system, and by their movements the other parts of the body are regulated. The brain controls the life, but the lower part of the body rules the health.

There is one, and only one known vegetable that will absolutely regulate and control the Kidneys and Liver at all times and thus prevent the many dangers of the Summer. That vegetable (a West India leaf,) is used as the basis of Warner's Safe Kidney and Liver Cure. It is pure, pleasant to the taste and absolutely certain in its results. It keeps those who intelligently use it in perfect health, and cures those whose secretions are deranged. For all urinary complaints of either sex it is infallible. For all bilious troubles it is certain. For the hot season it is invaluable, and it should be used upon the approach of the slightest symptoms. It may save your life or that of some dear friend; it will certainly prevent much suffering.

No remedy in America has ever received such high and enthusiastic commendations, and it is warmly

Endorsed by the Professions, the Press and the People.

An Editor's Escape.

OFFICE OF THE "INDUSTRIAL ERA," ALBIA, IOWA, May 26, 1880.

TO WHOM IT MAY CONCERN:

I take great pleasure in making the following statement: I have been afflicted with a disease of the kidneys for the past two years and have tried numerous remedies with only partial and temporary relief. Warner's Safe Kidney and Liver Cure was recommended to me, and after taking it the pain and distress left me, and I am to-day feeling strong and well. I am perfectly satisfied that Warner's Safe Kidney and Liver Cure is the medicine needed and can cheerfully recommend it to others. O. W. STAMM.

A Doctor's Certificate.

I hereby certify that I have been a practising physician for twenty-seven years, and for many chronic cases in my practice do recommend Warner's Safe Kidney and Liver Cure. It was upon my advice that G. W. Stamm, the editor, obtained this valuable remedy. A. A. RAMSEY, M. D.

A Pastor Made Happy.

I have been greatly troubled with my kidneys and liver, more or less, for years, and with pain. My medical bills were enormous, and I visited both the Hot and White Springs noted for the curative qualities of the water. I am happy to say I am now a well man, and entirely by the use of Warner's Safe Kidney and Liver Cure. With such glorious results, I am only too glad to testify regarding the remedy which has made me so happy. (REV.) P. F. HARKLER.

Coal Run Crossing, Arkansas.

An Educational Endorsement.

The Rev. C. A. Harvey, D. D., of the Howard University, of Washington, has written the following letter:

GENTLEMEN:—It take great pleasure in stating that I have for two years past been acquainted with the remedy known as Warner's Safe Kidney and Liver Cure, and that in some cases which had been given up by practitioners of both schools, the speedy change wrought by this remedy seemed but little less than miraculous. I am convinced that no remedy for kidney troubles heretofore discovered can be held for one moment in comparison with it. Respectfully yours, C. A. HARVEY.

Arousing its Readers.

An alarm of fire at midnight is a startling thing, but not half so startling to many who hear it as would be the sudden knowledge of their own dangerous physical condition. Thousands of thousands are hurrying to their graves because they are carelessly indifferent to the insidious inroads of disease and the means of cure. It is the mission of H. H. Warner & Co., with their Safe Kidney and Liver Cure, to arouse men to a sense of their danger and then cure them.—*Memphis Appeal.*

The Friend of Delicate Ladies.

Warner's Safe Kidney and Liver Cure is the remedy that will cure many diseases peculiar to women. Headaches, neuralgia, disordered nerves, weakness, mental shocks, and kindred ailments are effectually removed by its use.—*The Mother's Magazine.*

Its Grand Reputation.

Warner's Safe Kidney and Liver Cure has reached a reputation that is not limited by the confines of section or country. There are no injurious substances nor false and temporary stimulants in the preparation. It is purely vegetable and compounded under a formula that has passed severe tests and won endorsements from some of the highest medical talent in the country.—*New York World.*

Journalistic Opinions.

Our exchanges come to us bountifully laden with commendatory notices of the wonderful cures effected in diseases of the kidneys and liver, and especially of dropsy, by the use of Warner's Safe Kidney and Liver Cure used in connection with Warner's Safe Pills. We feel sure if our friends who are suffering from like troubles would use these remedies they would be benefited.—*St. Alban's Advertiser.*

"It is the Only Thing."

PERKSKILL, N. Y., April 13, 1880.

MESSRS. H. H. WARNER & CO.:

GENTS—My wife has been suffering for the past five years from the results of a premature birth, and during that time she has been under the doctors' care and treatment, for a disease peculiar to the female sex, and generally named as a *falling of the womb.* After a thorough examination the doctors finally concluded she had inflammation of the bladder, and changed their treatment accordingly, but as before without helping her in the least. We at last despaired of her ever being any better, and after expending an enormous amount of money—gave it up. But a little while ago one of your pamphlets having been left at my house, and her symptoms being so accurately described therein, we concluded to try your Safe Kidney and Liver Cure, and I can truly state that after five years of faithful trial of physicians, this is the only thing that has done her the least good. Sincerely, G. E. WOOD.

"The Best and Only Efficient."

628 L. St., WASHINGTON, D. C., June 9.

H. H. WARNER & Co:

GENTLEMEN—I have known of the remedy called Warner's Safe Kidney and Liver Cure, and can personally testify to its efficiency in kidney and liver troubles. I can truthfully say that in my opinion it is the best and only efficient remedy for such troubles ever brought before the public.

Yours very truly, (COL.) JOHN K. MCCHESNEY.

This Great Natural Remedy, which has received so many enthusiastic endersements and has performed such universal cures in *all* diseases of the urinary organs, is for sale by Druggists in every part of the world. Those who have never tried it should not fail to keep it on hand; those who have tried it and know its merits, would not be without it for a moment. It effectually avoids all

SUMMER DANGERS,

and furnishes the most complete and certain of

Seasonable Safeguards

EVENING NEWS.

Monday, . . August 30, 1880.

"AMONG THE SAINTS."

The San Francisco *Globe* of August 23rd has the following letter under the above title, from a correspondent signing himself "M C." It is rare that so few errors occur in a communication about the "Mormons" written by a stranger. The mistake about the Seventies is a pardonable one, and so with other very slight inaccuracies:

SALT LAKE CITY, August 18th, 1880.

I used to consider that, by constant reading of newspapers, I was pretty well posted concerning the Pacific coast; but I find that either this portion of the country has been neglected by our San Francisco dailies, or else I have been in the habit of skipping Utah news. I arrived here on last Sunday, and every day, and almost every hour, has been to me a revelation. I find myself in a garden blossoming in the midst of an alkali desert; wide elegant streets, lined on both side with handsome shade trees; large blocks all covered with beautiful and comfortable homes; streams of pure mountain water running on both sides of the streets throughout the length and breadth of the city. I find here a happy and contented people, all, or nearly all, livin their own homes; healthy, beautiful children, rosy cheeked girls and buxom matrons, and men whose countenances show that they have at last found a place where they can earn a comfortable living for themselves and families without working themselves to death at low wages, as owing to the presence of the Chinese, they do in San Francisco. I see none of the hard times here, for I see but few Chinese.

AN INCREDIBLE STRUGGLE.

But this condition of things was not brought about without an almost incredible struggle against nature and the elements. When one looks around and sees what hastbeen done by the old pioneers, he cannot but marvel. The early history of Utah is full of romantic interest. The people who first opened and settled this country—which in 1847 was a portion of Upper California—were exclusively Mormons. They had been compelled to leave their homes in the States; and, under the leadership of Brigham Young, emigrated to the West. Thirty-three years ago, on the 23d of July, two of the advanced guard, Orson Pratt and Wilford Woodruff, coming through what is now known as Emigrant Gap, in the Wasatch mountains, east of here, first set eyes on the site of Salt Lake City. On the following day, July 24th, which is now celebrated by the Mormons as Pioneer Day, these men were joined by Brigham Young and his party, numbering 146 men and three women, the leaders of the great body of Mormons, who had been driven from Nauvoo. It was then and there decided upon this spot to build the City of the Saints, and the result can now be seen by any visitor. For years their only means of communication with the outside world was by ox teams going to and from the Missouri River, but still this people lived on and worked and forced the soil to yield them food, and grew and flourished. There may have been something in their creed made this people endure and suffer as they did before they could get any equitable return for their labor. It could not have been for that is taught by all the other Christian sects. It was because the other creeds did not satisfy them; there was not enough practice of the precepts taught by the other Christian teachers — that and nothing more.

THE THEORY OF THE MORMONS

Was that the teachings of the Bible, carried out in a practical manner, were enough to insure the happiness of the whole human family. And this is what they have endeavored to do, and to my mind they have succeeded to a remarkable extent. I do not think that there is another sect on the face of the earth who can show that they have been able in thirty-three years to place 140,000 or more people in homes of their own, with surrounding, which will guarantee an ample support in the future. The old patriarchal system seems to govern among them, and the results are most happy. The late President Brigham Young was a man of inflexible will. To him nothing seemed impossible, and the products of his brain are now to be seen in the systems of internal Mormon laws, the methods of irrigation, triumphs of architecture and water conduits—the water having in some cases to be brought over twenty miles through the Wasatch mountains. Salt Lake is not the only city that has been built by the Mormons upon the arid plains of Utah. Towns and villages may be found from three to forty miles apart from this place to Arizona on the south, and north into Idaho and Montana—all monuments of the industry of these Mormon people.

THEY HAVE BUILT A FERTILE EMPIRE,

Where once was but alkali and sagebrush. The Mormons have been accused of trying to keep out the outside world; well, it may be so. But they look out for their own, which must be placed to their credit, and to the candid mind it more than balances the accusation against them. In the county of Salt Lake, numbering about 40,000 souls, there is not to be found one Mormon beggar. Verily they look out for their own. The Church system of government is most compact and complete, and I am told that up to the time of Gentile settlement there existed no necessity for courts or police. And there are lots of Gentiles in this city to-day who prefer to have any matter in dispute between themselves and a Mormon settled in the Mormon way.

The Mormons, in the Church, are governed by (first) the Apostles, the Seventy, the Bishops, the Counselors, and the teachers. In this city, for instance, there are thirteen Church wards, each presided over by a Bishop, one or two Counselors and Teachers. If a dispute arises between two Mormons which they cannot settle in a satisfactory manner to themselves, it is referred to the Bishop and his Counselors. It is generally settled there, and the civil courts have lost a case and the lawyers their fees. But if it has to go further on, the Seventy take it in hand, and give a decision, which if not satisfactory to one party, goes to the Twelve (the Apostles,) and their decision is final. If a Mormon will not submit to the decision of the last tribunal, he is turned out of the Church, and that is the end of him so far as the Mormons are concerned. This has all been done without cost to the contesting parties, and while the decisions may not always be correct from a legal standpoint, they are plain and common-sense ones; and are apt to be indorsed by men who prefer to consider a case on its merits rather than on its technical points. This will give you a pretty good idea of their method of government, and the same principle can be applied in all their affairs.

I attended last Sunday in time to attend services at the Tabernacle.

THIS IMMENSE BUILDING

Has been so often described in the papehat it is not necessary for me to over the ground again. I hearrson Pratt preach to the vast ltitude there assembled, and beinn one of the front seats, thou he spoke in a very low tone, and oudered whether the people in thck of the hall could hear wha was saying. Yesterday I paid Tabernacle another visit, and matter was explained. The gentan who conducted me over the thng (Mr. Thomas) told me to gothe other end of the Tabernaclehich I did, and we then had a consation. He spoke to me in a lowe of voice, and I heard him; he wpered te me and I heard him distiry; he then dropped a pin on to thoor and I heard it strike. I was ant from him a little over 250 f I asked him who was the archit of the Tabernacle, and he answd "President Young." I then sited the Assembly Hall, which intended for use in the wintche tabernacle being too cold for theseason. It is a substantial, elegabuilding, and on the ceilings are pted various scenes in the histof the Mormon Church, and it is bt after the plans made by Brigh Young. I also took a look at the Tesle, the corner stone of which was l 27 years ago on the spot where e pioneers camped on the night July 24th, 1847. The structure, wen completed, will be one of the ost massive structures in Ameri It is built entirely of granitand the walls in some places are ni feet thick. That Temple will beke the *Globe*—come to stay. When sked who was the architect of the emple, Mr. Thomas again answe "President Young." On all sid you are met by the work and ide of

TIS WONDERFUL MAN

—on alhe Church buildings, houses and ste fencing. Near his late residen can be seen the "Eagle Gate," which he used to drive throughn his way home. It is surmounte by the largest golden eagle I ever sw. This article would not be comlete without stating that after hewas buried they placed over his coft a granite slab weighing severalons.

I saidn the first part of this letter that th population of Utah Territory ws over 140,000. How is it that th Territory has never been made state in the Union? It will not be ing I hope, before Utah will becoma State. If it was a State now, in November it would elect three democrat electors by such a majorit that the republican head would swim much after the manner of a ma who had been hit between the eye by a prize-fighter. MC.

LAXATIVE

UNLIKE PILLS,

And the Usual Purgatives,

IS PLEASANT TO TAKE.

And will move at once the most potent and harmless System Renovator and Cleanser that has yet been brought to public notice. For Constipation, Biliousness, Headache, Piles, and all disorders arising from an obstructed state of the bowels, it is incomparably the best curative ever used.

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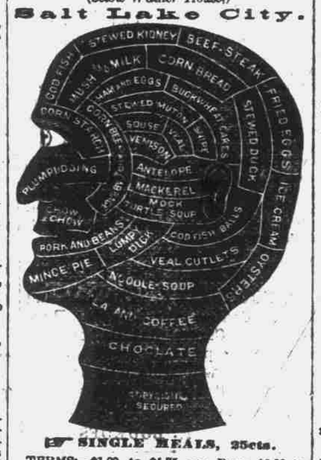

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