MAP

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 Barone 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, Bonnparte, Bentonsport, Independence, 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 Hetron. 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 patronage of the business portion 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. in Neb.

At COLFAX 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'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 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. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1879.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woodcross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	1 30
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 30
Centreville	11 04	7 44	1 40
*Woods Cross	11 13	7 53	1 70
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 11.50 a.m., leaving Salt Lake at 3.05 p.m., arriving in Ogden at 6.20 p. m., leaving Ogden at 6.40 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 4.30 p. m., arriving in Salt Lake City at 6.30 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 FREIGHT.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 26	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
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.	P.M.	
Provo	9 37	12 45	2 50
Springville	9 53	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
Goshen	11 28	3 40	4 30
Nephi	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 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 10	11 55	2 50
	P. M.		
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 45	4 55	5 75
Lovendahls	5 55	5 10	5 00
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 00

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, General 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		
Leamington	9 15	25	1 25
Mills	10 25	40	2 00
ARRIVE AT			
Juab	11 20	55	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	
Leamington	3 35	25	1 25
Riverside	4 05	33	2 00
ARRIVE AT			
Deseret	5 00	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 FORT WAYNE AND PENNSYLVANIA RR 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 8.15 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 6.00 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.

E. R. SNOW'S POEMS, VOL. 2.

JUST PUBLISHED.

Are for sale at the

DESERET NEWS OFFICE
"Woman's Exponent" Office,
Utah Commission Store,
Dwyer's Book Store,
And the Lion House.

PRICE, $1.20, $1.25 AND $1.50.

CHICAGO TRADE.

CHAS. EMMERICH & Co.,
Wholesale Dealers Exclusively in
FEATHERS,
285-287 Madison St., Near Bridge, Chicago.
Our goods are kept by all Leading Houses in the Territory. dly

ORDER
D. M. RICHARDSON'S
MATCHES.
THE BEST IN THE WORLD—MANUFactured in Detroit, Mich.
For Sale by Z. C. M. I. and all other Grocers and Druggists — Wholesale Chicago Agent,
H. W. DURANT,
d80 6m wf 3m 13 Michigan Avenue

HOISTING MACHINERY
STEAM Pumps, Etc.
STEAM ENGINES, ETC.
Manufactured by Crane Bro's M'f'g Co., CHICAGO, ILL.

KEITH BROTHERS,
MANUFACTURERS AND JOBBERS OF
Hats, Caps,
FURS,
AND
STRAW GOODS,
—AND—
MEN'S FURNISHING GOODS,
BUCK GOODS, ETC.
246, 248, 250 & 252, Madison Street,
CHICAGO. dly

JAQUES'
Flavoring Extracts
JAQUES' ESSENCE JAMAICA GINGER, MADRAS' LIQUID & AUNDRY BLUE, JAQUES' LEMON SUGAR, ATWOODS' VERBENA AND DAISY TOILET SOAPS.
MANUFACTURED BY
Durant, Jaques & Atwood,
CHICAGO. dly

W. & B. DOUGLAS,
Manufacturers of
PUMPS,
Hydraulic Rames, Garden and Fire Engines,
Pump Chain and Fixtures, Iron Curbs, Hydrants, Etc. Middletown, Conn. Branch Warehouses: 45 and 47 John St., New York and 197 Lake St., Chicago, Ill. Works founded in 1832. Highest medal awarded them by the Universal Exposition at Paris, France, in 1867; Vienna, in 1873; Philadelphia in 1876; also at Paris in 1878. dly

WROUGHT IRON PIPE,
STEAM PUMPS, BRASS AND IRON GOODS, ETC.
Manufactured by CRANE BRO'S Mf'g Co., CHICAGO, ILL.

GEO. C. DOUGLAS, M. D.,
PRACTICING PHYSICIAN AND SURGEON.
Office, Main Street, over Godbe, Pitts & Co's Store.
Residence, Brigham Street, North side, first dwelling East of Eagle Gate. d199 1w w2

BEEF, BEEF!
FRESH AND JUICY, THE BEST THE market affords, always on hand at the Family Meat Market, just north of Idaho Store corner.
JAS. WILLIAMSON, Proprietor.

DANIEL GREENIG
KEEPS A FIRST CLASS BOARDING HOUSE, Second House east of City Hall, with
Neatly Furnished Rooms and Spring Beds.
His table is supplied with the best the market affords. This is a good place for you to put up when you visit Salt Lake City. d167

WATSON BROS.,
STONECUTTERS AND BUILDERS
TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.
South Side of South Temple Street, a little East of Eagle Gate.

W. L. PRICE,
DEALER IN
Fish, Poultry & Game,
FRUIT, VEGETABLES & GROCERIES,
—ALSO—
FLOUR, GRAIN, HAY & SEEDS.
First South Street, opposite Kimball Block, Salt Lake City, No. 1257.
Goods delivered punctually in all parts of the city. Satisfaction Guaranteed.

UNION WAGON SHOP!
All kinds of Wagon Repairing done in good style and at Low Prices.
SPRING WAGONS MADE TO ORDER.
C. A. JACOBSON & Co.
Horse Shoeing by C. Cooke.
Shop, Olive St., North of Palace Bath Rooms, Commercial Street. d165 3m

SALT LAKE CARRIAGE & WAGON SHOP!
OLIVE ST., WEST of the MITCHELL WAGON DEPOT.
JOHN MALQUIST & BRO.,
Do all kinds of
Blacksmithing, Wagon Making and Repairing.
FARM & SPRING WAGONS
MADE TO ORDER.
Carriage Painting and Trimming
BY COMPETENT WORKMEN.
HORSE SHOEING.
Hoofs having been injured by other shoers or the Foot, treated in a satisfactory manner.
Our Work we warrant and our PRICES will be found reasonable, as our expenses are low.

EVENING NEWS.

Thursday, August 5, 1880.

NORTH CAOLINA AND VIRGINIA CONFERENCE.

MOUNT AIRY,
Surry Co., N. C.

The North Carolina and Virginia Conference was held near War Hill, Surry Co., N. C. July 24th and 25th, 1880.

There were present on the stand, Elders H. G. Boyle, Aaron D. Thatcher, R. A. Ballantyne, Seth M. Langton, Thos. Farr, Geo. O. Pitkin and W. W. Fife from the Virginia Conference, and James H. Moyle, N. W. Taylor and G. R. Hill of the North Carolina Conference.

Elder H. G. Boyle was chosen to preside, and G. R. Hill and R. A. Ballantyne clerks of Conference.

Elder H. G. Boyle made a few remarks upon the object of the Conference.

Elder A. D. Thatcher spoke of the office and calling of the Elders, and the restoration of the Gospel, and bore a strong testimony of the truth of the same, and promised all who would obey it, a testimony for themselves.

Elder Thos. Farr addressed the congregation on the gift and power of the Holy Ghost, and said it was necessary for the former day Saints to have it, in order to understand the principles of the Gospel, and it is just as necessary for us to have the same, that we may know the way of truth.

Elder James H. Moyle said we believed in the Bible; in his travels he found that nearly all people pretended to believe in it. But do they follow its teachings? Asked do we find the gospel upon the earth, as it was in the days of Jesus. Paul, in his writings says: The time will come when men shall be proud, boasters, etc., having a form of godliness but denying the power thereof, and as he traveled among the people of the world and examined into their doctrines, he found that they were in that condition.

Elder H. G. Boyle said he had been much interested in the remarks that had been made. The speakers had proven all they had said, by this book, the Bible, and there is not a principle in our doctrine that we cannot prove by it.

Meeting adjourned till 3 p.m.

3 p.m.

Elder Seth M. Langton spoke at some length on the unchangeableness of the gospel, plainly showing that there is only one way for the human family to be saved, and bore a faithful testimony to the truth of the work.

Elder N. H. Taylor said it requires a great deal of preaching to get the people to understand the principles of the gospel. The speaker referred to the dispersion of the children of Israel, and that they were to be gathered in the last days. He exhorted the Saints to be humble.

Elder G. R. Hill quoted from the first Chapter of Galatians, 8 & 9 verses, We find the Apostles taught faith on the Lord Jesus Christ, repentance of sins, by forsaking them, and the laying on of hands for the reception of the Holy Ghost; that these sacred ordinances are to be attended to by those having authority from God, which authority they must receive by revelation through his prophets.

Elder H. G. Boyle bore his testimony to what had been said, and exhorted the people to examine the principles taught. The people cannot get away from the testimony of the Elders, because it is accompanied by a power that they cannot resist. The destruction of the wicked is near at hand. The voice is "Come out of her, O my people, that ye partake not of her sins and receive not of her plagues."

Adjourned till 10.30 a. m. to-morrow.

Sunday, July 25th, 10.30 a. m.

Elder H. G. Boyle explained why the sacrament was instituted, and that those who partake of it should understand that if they partake of it unworthily they would eat and drink condemnation to their own souls.

The sacrament was then administered.

Elder H. G. Boyle had obeyed the gospel in his "teens" and since that time he had traveled fifty or sixty thousand miles proclaiming the gospel, this being his eleventh or twelfth mission, and had visited among this people, who had treated him very kindly. It was said of the Savior when he ended his sermon on the mount, that he spoke as one having authority. Why is it that he spoke thus? Because he was sent by his father. He said unto his apostles, "Ye have not chosen me, but I have chosen you and ordained you." The speaker quoted many passages to prove the necessity of authority from God to administer in his name, and testified that it was again restored to the earth. He concluded his remarks by proving from the scriptures the object of baptism to be for the remission of sins.

Elder G. O. Pitkin said; Thirty-three years ago yesterday the pioneers entered Salt Lake Valley. He had never heard anything taught by the Elders of the Latter-day Saints but what was the power of God unto salvation. God is with his people and had restored the gospel of the Son of God in these days, as was seen by John the Revelator in the Isle of Patmos.

Adjourned till 2 p.m.

2 p.m.

The authorities of the Church were presented and sustained as follows: The Church authorities as sustained at the last April conference; John Morgan as president of the Southern States mission, with H. G. Boyle acting president during his absence; Jas. H. Moyle as president of the North Carolina conference, with N. W. Taylor, W. W. Fife and G. R. Hill as traveling elders; Henry G. Boyle as president of the Virginia conference, with Aaron D. Thatcher, R. A. Ballantyne, Seth M. Langton, Thomas Farr and George O. Pitkin as travelling elders in the Virginia conference; Wm. Hill president over the Pilot Mountain branch, North Carolina; Wm. B. Shelton president of the Mount Airy branch, North Carolina.

Elder R. A. Ballantyne spoke upon the organization of the church of God upon the earth, with apostles and prophets at the head, as it was anciently, for they were to continue in the church till we all come to the unity of the faith, etc. The speaker explained the principles of the gospel as contained in the Bible, which also have been revealed in our day.

Elder W. W. Fife said there are now about 1,000 different denominations all professing to teach from the Bible, and all differ in their doctrines; but when God had men upon the earth, endowed with power from on high, they would all teach the same doctrines and not differ one from another.

Elder H. G. Boyle said we often hear people say, "We would join the church if we knew what church to join." For a description of the Church of Christ, we need not go to any of the sects of the day, but to the Bible, for it contains a full description of the Church of God; explained what prophecy was for, and said we all want a testimony of the work we are engaged in, and a knowledge of the Son of God for ourselves, and not depending on the testimony of the eight witnesses of the New Testament.

Conference adjourned *sine dic.*
Benediction by H. G. Boyle.

G. R. HILL,
R. A. BALLANTYNE,
Clerks of Conference.

P.S.—At this conference, there were about 500 present, and the best of attention and the best of order prevailed.

Correspondence.

WASHINGTON, D. C.,
July 28th, 1880.

Editors Deseret News.

Tha President has ordered, that in addition to his duties as General Commanding the Department of the East, General Hancock shall assume temporarily, command of the Department of the South.

This action has, of course, no bearing upon the candidacy of the General, but as it forcibly presents the fact that the necessities of the service may at any time require that he be assigned to duties in the performance of which he might be compelled to increase or decrease his political prospects, it will probably strengthen his determination to resign from the army.

At the Treasury it is said, there will be a very slight reduction of the debt for the month of July, if any. This is not because of less receipts, but of larger payments of interest and other expenses.

Cabinet meetings now-a-days are not meetings of members of the cabinet. Two only were present yesterday, and one of them postponed his departure from the city in order to be present. It has been suggested lately that, as the stated meetings generally are of no consequence whatever, they be dispensed with, at least during the hot weather, the President summoning his advisers only when there is need of advice.

The sad case of the Ponca Indians is now attracting the attention of many, who desire to see justice and humanity exercised in the treatment of the "nation's wards."

KNOX.

KOSCIUSKO, Miss.,
July 20, 1880.

Editors Deseret News:

Sister Sarah A. Church, who left her home in St. George, June 2d, to visit her relatives and friends in the South, was accompanied by Elders Scott and Bean as far as Nashville.

The Elders continued their journey to Rome, Ga., where they were assigned to their fields of labor.

Sister Church visited her friends and relations in Hickman, with whom she stayed for two weeks.

I accompanied her to this place, where she met her brother, sister and many other relations whom she had not seen for over 35 years, and who were overpowered with joy when they met each other with a brotherly and sisterly greeting.

She has enjoyed excellent health and a pleasant trip, and has been enabled to get the genealogies of many of her relatives. If all be well, she will leave for her home, in company with her sister, about the 1st of August.

The health of the people is generally good, and the weather mild and pleasant for this time of the year.

Your brother in the Gospel,
G. H. CARVER.

SPENCERIAN STEEL PENS
of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of point.
REAL SWAN QUILL ACTION.
In 20 Numbers. A complete Sample Card, for trial, by mail on receipt of 20 Cents.
A Sample Card of 10 of the Leading Styles, for trial, on receipt of 10 Cents.
Ivison, Blakeman, Taylor & Co.
138 and 140 Grand Street, New York.
d157 e Th

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 7.45 a. m.
" Jordan	at 7.55 "
Revere	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2:50 p. m.
" Revere	at 3:20 "
" Jordan	at 3:55 "
Arrives at Junction	at 4:05 "

ON SUNDAYS:

Leaves Bingham	at 4:20 p. m.
" Revere	at 4:50 "
" Jordan	at 5:25 "
Arrives at Junction	at 5:35 "

S. D. BURNS, Ass't Supt. J. G. KENNEDY, Manager.

W. J. MOSS & SON
RETURN THANKS TO THEIR PATRONS Friends for past patronage, and respectfully inform them that they are prepared to supply everything in their line at the lowest rates. We keep on hand and make to order, all kinds of
HARNESS,
Single and Double, Heavy and Light, also
Saddles, Bridles, Halters, &c.
We are making a new kind of Halter that will hold horses that are in the habit of pulling in their halters, which will cure them of that practice.
Workingman's Harness Shop,
72 Second South Street.

NOTICE

TO JAMES A. LEFLER, L. FRENCH Williams, your heirs or assigns: you are hereby notified that we have expended for you in money and labor, on the Young America Mining Claim, situated in Dry Canyon, Ophir Mining District, Tooele County, Utah Territory, as follows: For James A. Lefler, the sum of one hundred dollars, and for L. French Williams, the sum of two hundred dollars, that being the amounts of your respective assessments (for the number of feet claimed by you), for the years 1876, 1877, 1878 and 1879, and that unless the same is paid to us or either of us, together with the cost of advertising at the expiration of ninety days after the publication of this notice, your interests in said mining claim will become ours by due operation of law.

WM. NAYLOR,
GEORGE NAYLOR.
Salt Lake City, Utah, May 7, 1880. 2m

DESERET CARRIAGE & WAGON COMPANY,
SECOND SOUTH STREET.
One and a half Blocks East of Main Street,
BUILD ALL SIZES OF
FARM AND SPRING WAGONS
Fully Warranted for One Year.
Repairing in Woodwork.
Blacksmithing, Painting and Trimming.
SATISFACTION GUARANTEED
PRICES REASONABLE.
J. WALKER, - Manager

TROPIC FRUIT LAXATIVE
UNLIKE PILLS,
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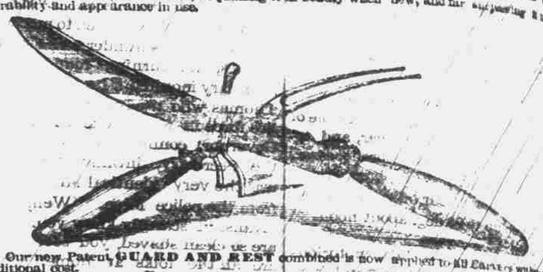

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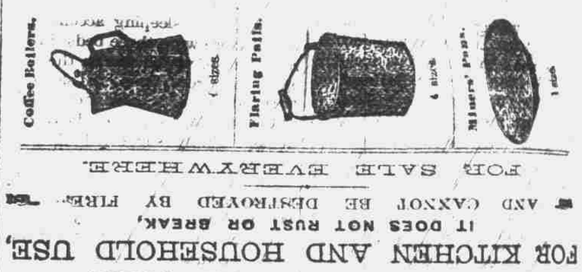

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