PROVO LETTER.

The Sheriff's Guests.—Street Car Franchise Forfeited.—Notes.

Special Correspondence of the News.

PROVO, Jan. 10.—Ex-Sheriff Turner has received a call from Nay and Hawley, who have just been released from the Nevada penitentiary at Carson City. Nay and Hawley are two of the five robbers who held up the C. P. train at Tacoma, a station just within the borders of Nevada, ten years ago this month. They attempted to rob the Wells Fargo express car, but were baffled by the plucky express messenger, Aaron V. Ross of Ogden. After a fight of several hours the robbers departed, taking with them a couple of watches and $15, the property of the trainmen. They were captured by Sheriff Turner and posse at a point about forty miles southwest of Deseret, after a long fight in which two horses were killed and Nay and Hawley were wounded. They were tried in Nevada and convicted of robbery. Two of them were sentenced to twelve years imprisonment, and three to fourteen years imprisonment. On account of good behavior they were released before they had served their full terms. Of the three, Francis went to California, and Nay and Hawley are on their road to the San Juan gold fields. They were very friendly with the ex-sheriff, and expressed to him their determination to become good citizens.

The Provo city council have declared forfeited the franchise of the Provo City Railway company. The cars of the company have not been running for four months past, thus violating the terms of the franchise. Should the company desire to resume operations, they will probably be granted another franchise, a little less liberal, however, than the old one, which permitted the use of steam engines or motors.

The Provo Milling company have made an indenture, conveying the right to Provo City to use the tail race in the southern part of the city for the purpose of running the waterworks, for the consideration of $200.

The police force of the city has been reduced. We are now dependent for orders upon the city marshal and one officer.

The attendance of students at the B. Y. Academy at the beginning of the second semester on Monday, was larger than ever, both in the regular departments and in the M. I. and Sunday school departments.

Joseph Madsen, son of Bishop Madsen of Lake View, and Miss Susan E. Scott, of the same place have concluded to join hearts and hands. The ceremony takes place this week.

The rifle teams of American Fork and Springville have been engaged in another contest. The score was: Springville, 456; American Fork, 457.

Sheriff Fowler is at Benjamin making investigations concerning a pile of ties and rails found on the U. P. track near that place on Monday evening. The blockade was discovered in time to prevent a wreck.

Mrs. Mary A. Bunnell Worsley died at 7:15 this morning. The funeral services will be held at the family residence at 2 o'clock Wednesday.

MUSTY FODDER.

Shake It and Let the Wind Blow the Dust Out of It.

It is a serious mistake to feed fodder that has been damaged by rain and wet weather to animals without first drying it out to dry. The injurious effect which such food has upon stock more than equals the entire loss of all the fodder gathered. Such fodder is gathered from marshy lands and meadows that have been inundated during the mowing time. Sedge hay or common upland hay that has been wet at the time of mowing will be impregnated with disease germs that will be communicated to the animals that eat the hay. Stock of a very robust nature will find their health seriously impaired if fed regularly upon such fodder.

A great deal of our sedge hay must be cut and gathered when the feet of the plants are wet. During many seasons the meadows never get dry enough to allow a dry harvest. This hay is generally stacked for fodder in the barnyard, and in a very few weeks mold and rot show themselves near the bottom and around the sides. If this decomposition goes on long enough the stock will refuse to eat it, and as a rule nearly one-third of the stack is sheer waste. The storms of winter only aggravate the matter and make the hay poorer than in the fall. It is a cheap fodder, however, and probably the manure which it forms eventually pays for the work of gathering it. Otherwise the great loss would make it unprofitable to cut salt hay.

All fodder thus stacked when it is wet, whether it is salt hay, fresh upland hay, corn fodder or any plant grown, will contain disease germs which under favorable circumstances will develop rapidly. The heat of the stack and the constant moisture are just the conditions that are needed to develop fungi. The color of the fodder changes gradually, and the odor that arises from it when moved is strong and disagreeable.

If such damaged fodder is to be given to stock, the ration of each day should be hauled out of the stack and shaken up so thoroughly that the wind will dry it, and all odor will be destroyed. In this way the wind and sun will dry it and make it safer for food for the stock. After it has been dried it will be well to moisten it a little with a weak salt or salt solution. This not only destroys disease germs, but makes the fodder more palatable for the animals.

Grains are often damaged in the same way and fed in a badly condition to the animals. There is just as much danger in the grain as in the fodder ration. Damaged grain is often bought by farmers for cheaper rates and stock is kept upon it right along. This will not be so dangerous the pure grains if it is going to injure the health of animals. Nevertheless all danger can be avoided by dusting the grain out well and moistening it with the weak solutions mentioned. In this country and abroad it is quite a common thing to feed wet, damaged fodder to animals regardless of consequences, but for all such careless ness there is strict payment to be made by nature.—C. S. Walters in American Dairyman.

A GOOD DAY FOR BEANS.

Why a Young Man Sympathized with the Baker's Wife.

"How much do you ask for beans?" inquired a small boy of the baker's wife.

"Twenty cents a pan; give you back five cents when you return the pan," answered the woman without looking up from the squashy matter that she was stuffing into cream cake shells. It took her about half a second to make her answer.

The boy had hardly gone before a young woman in a blazer suit came in.

"Will you please tell me," said this woman, "the price of your beans?"

"Twenty cents a pan; give you back five cents when you return the pan," answered the baker's wife as she scooped a heaping spoonful of slush and drove it spitefully into one of the shells.

"What's them beans worth?" demanded a hungry looking man, whose appearance indicated that he was in the furniture van business.

"Twenty cents a pan; give you back five cents when you return the pan," answered the baker's wife.

"Good morning, madam," said an old chap with a white shober; "beautiful day, madam."

"Yes," said the baker's wife, "nice air today."

"Kind of air to give a man an appetite," suggested the parson.

"Yes, I should think so," assented the baker's wife.

The old man looked about the store a minute, and then going up in front of the baker's wife he asked, "Madam, will you kindly tell me the price of those appetizing beans in the window?"

A shade of sadness passed over the fair face of the baker's wife, but she answered as before, and without a second's loss of time, "Twenty cents a pan; give you back five cents when you return the pan."

"I should think you'd go crazy over those blanched beans," said a young man who was having coffee and cakes at a little table in the rear of the shop.

"What's that?" demanded the baker's wife sharply.

"I said that I should go crazy if I had to feed with those old beans as you do," said the young man.

"So would I if it kept up like this all the time," the baker's wife said. "But it don't. Beans go in streaks just as everything else does. I may not have another inquiry for beans this whole forenoon."

She had though. Before the young man had finished paying for the coffee and cakes a tall, lank creature, in a faded calico wrapper, had been there asking, "How much's your beans?" and the baker's wife had told her:

"Twenty cents a pan; give you back five cents when you return the pan."—New York Times.

The Sailor's Memory.

A grizzled old seadog sat on the stringpiece of a Delaware avenue wharf one evening recently and discoursed wisely upon maritime topics. "Pilots have kind o' one sided kind o' memories," he said. "You know they get paid so much per foot draft, and so when they pick up a nice big deep water vessel with a full cargo why she pays 'em handsome. And yet they hardly ever remember the names of the vessels they take up and down the river and bay, and you'll hear 'em yarnin together and talkin about 'that 11 foot brig or that 15-foot 6 inch ship or that four masted schooner the—the—the, oh, hang it, the one that drew about twenty-one foot and steered so all fired hard.'

"Why, I know one old pilot who'll spin good yarns all day long and all night right on top of that, and tell of what happened to him on fifty vessels, from sloop yachts to whalin big clipper ships, and he'll never mention 'em by any mark except what water they drew when he had 'em in charge. Pilots is mighty important men, but their memories is awful warped for names."—Philadelphia Record.

Anglo-Indian Words.

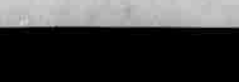
Colonel Yule, the editor of Marco Polo, has published, with John Murray, of London, a glossary of Anglo-Indian colloquial words. In this work, along with well known words from remote oriental tongues, we are surprised to meet "Jim the chaser," derived from *cida*, meaning "thing" also, "Don't care a damn," derived from *dam*, a small copper coin and equivalent for a "brass farthing." "Candy" sugar comes from *khanda*, and means "broken" sugar. "Chinese" and "chinemery" are derived through French usage from *changeur*, *kowtow*, or what we call polo, a game which has reached us for the second time since it was imported into Europe from the east before the Middle Ages. Dungaree is not from French dame jeanne, but the town of Dungaree, in Persia. Turban is a corruption of *dulband*, a Persian word for a head wrap.—Exchange.

Your Appreciation.

"I did not hear of your bereavement, old fellow, until yesterday," observed a man in the elevated train to another passenger. "let me offer you my condolence. I feel terribly sorry for you. It must be an awful affliction to lose one's wife."

"Yes," replied the other, "it is certainly very hard on me. Until she died I did not know for twenty years what it was to put a set of studs in my shirt.—New York Times.

NERVOUS DEBILITY.



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JAPANESE LIVER PELLETS

Are the result of a careful study of the Liver and Bowel Diseases incident to this climate. Perfect digestion follows their use. Patent Medicines generally are Poisonous Drugs, but these Pellets are composed of pure vegetable extracts. Small, mild, and so easy. Your Druggist or by mail, 25c. R. G. SMITH & CO., SOLE AGENTS, SALT LAKE CITY.

WE KNOW OF NOTHING THAT CAN COMPARE WITH THE GRAEFENBERG PILLS AS A FAMILY PILL. THEY ARE NOT ONLY MILD BUT EXCEEDINGLY EFFECTIVE.

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Manufacturer and Dealer in all Kinds of Metallic, Wood and Cloth Covered

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Full Line of Coffin Furnishings kept constantly on hand.

Telephone and Telegraph Orders promptly filled. Bodies preserved in their Natural Condition without extra charge.

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LOTS AND GRAVES Purchased in any Cemetery in the city. All orders filled day or Night to the Shortest Notice of Time.

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How Much will you Risk for One Cent?

THE difference in price between the PUTNAM NAIL and common nails amounts to one cent each, some more.

Are you willing to use the nails at their manifest disadvantage, in order to save that one cent?

The purchasers of their specifications is growing rapidly. The more intelligent dealers are now and continue to use Putnam Nails, for they know the extent to which, and the fact to which, the use of inferior nails is carelessly liable to split and cause vexatious delays, and thus lessen profits and cost.

Now, this is time, you can judge for yourself, if these Putnam Nails cost you, would have to pay for a school house, for you would not use poor nails.

Use the Putnam Nail.

Just Hammer-Charged from the best Swedish iron rods, with a wedding head, by the action of Monsieur Gravity, and then Hammer-Painted.

Thus, the old hand process is followed, which was bolt-forging nails under hammers, and hammer-painting them by the shoer, said, without any clipping or shearing whatever.

AND THE NAIL CANNOT SPLIT.

This is what we ask you and your shoer to look at and know itself.

The shoer will stay on longer and your repeat trade will be thereby increased.

ALL FOR ONE CENT.

Send for sample.

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Trains leave and Depart at Salt Lake City, daily, as follows:

ARRIVE.

From all Points East ..... 7:00 a. m.
From Ogden, Portland and the Pacific ..... 9:05 a. m.
From Park City and Parley's Park ..... 10:00 a. m.
From all Eastern points ..... 12:00 p. m.
From Provo Valley and Ogden ..... 7:00 p. m.
From Milford and intermediate points ..... 10:00 a. m.
From Juab and Eureka ..... 4:15 p. m.
From Tintic and Tooele ..... 4:00 p. m.

DEPART.

For all eastern points ..... 8:05 a. m.
For Ogden and intermediate points ..... 8:00 a. m.
For Boise, Portland, San Francisco and Cache Valley ..... 11:00 a. m.
For Provo Valley and Park City ..... 3:30 p. m.
For all Eastern points and San Francisco ..... 6:30 p. m.
For Boise, Juab and Milford ..... 7:00 a. m.
For Juab and intermediate points ..... 4:00 p. m.
For Tintic and Tooele ..... 7:00 a. m.

*Daily, Sundays excepted.

†Trains between Juab and Milford do not run Sundays.

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E. L. LOMAX, G. P. & T. Agent.

RIO GRANDE WESTERN. Standard Guage. CURRENT TIME TABLE

In Effect January 1st, 1893.

TRAINS LEAVE SALT LAKE.

No. 5—For Provo, Grand Junction and all points East ..... 8:00 a.m.
No. 4—For Provo, Grand Junction and all points East ..... 9:25 p.m.
No. 8—For Provo, Payson, Eureka and Silver City ..... 4:00 p.m.
No. 6—For Scofield, Provo, Manti and points ..... 9:45 a.m.
No. 2—For Ogden and West ..... 3:00 p.m.
No. 1—For Ogden and the West ..... 11:45 a.m.

ARRIVE SALT LAKE.

No. 5—From Provo, Grand Junction and the East ..... 11:00 a.m.
No. 3—From Provo, Grand Junction and the East ..... 7:40 p.m.
No. 7—From Provo, Payson, Eureka and Silver City ..... 10:00 a.m.
No. 6—From Scofield, Provo, Manti and points ..... p.m.
No. 2—From Ogden and the West ..... 7:40 a.m.
No. 4—From Ogden and the West ..... 2:00 p.m.

Pullman Palace Sleepers on all through trains. Buffet cars on principal trains. Solid, speed and comfort.

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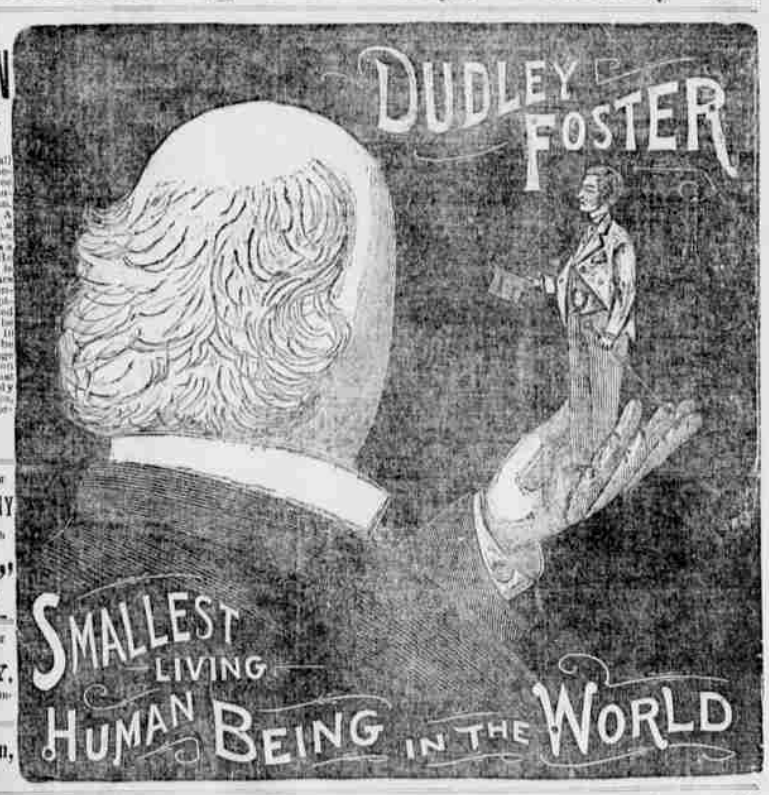
Week Commencing Thursday, January 12.

MARVELOUS MIDGET MAN FROM NOVA SCOTIA.

That you may realize how small this perfect being is, it is only necessary to state that he is three inches shorter in stature than Lucia Zarate, the Mexican woman. He weighs but 8½ pounds. A beefsteak the size of a saucer pie, a slice of bread the size of a lady's purse and a thimblefull of coffee is a meal for this king of Lilliputians. He is well educated, a fluent talker, is bright and intelligent, is 23 years of age, is a traveled, cultured gentleman, so small that one is tempted to believe he is an animated doll. Hop O' My Thumb will be on exhibition daily from 1 to 10 p.m. in the Curio Hall. Can be seen without visiting the stage performances. There is no question but he is the greatest wonder that has ever existed. Hop O' My Thumb demands and receives, which proves he knows his importance as a drawing card.

$500 A WEEK.



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ADMISSION, 10 CENTS.

SEATS ONE DIME RESERVED.