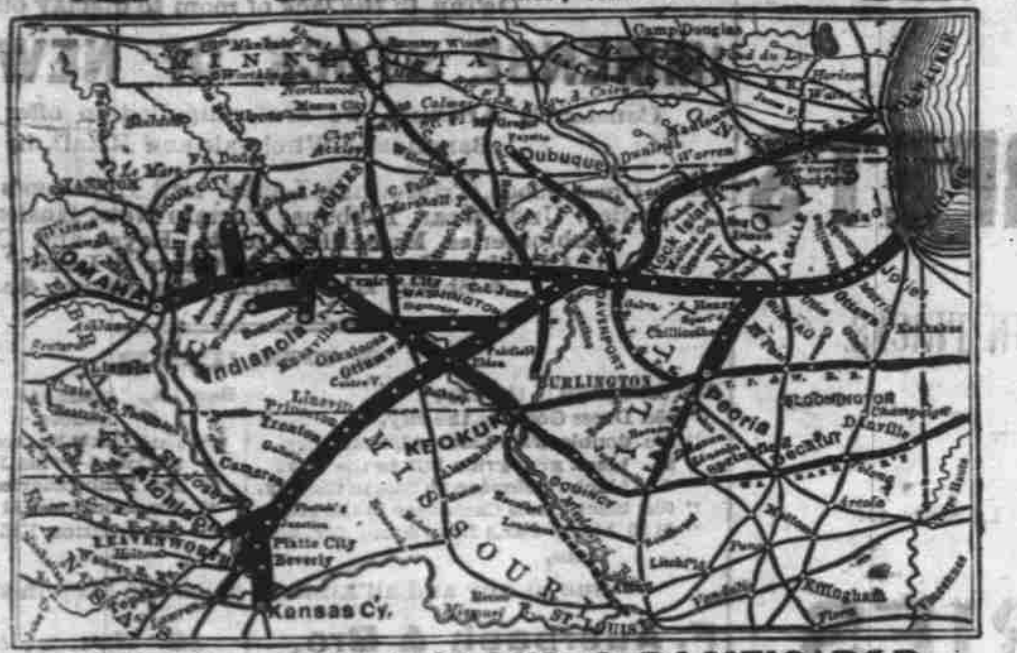


A MAN

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



CHICAGO, ROCK ISLAND & PACIFIC R.R.

THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST!

For many years from Chicago to Council Bluffs and Omaha, passing through Iowa, Utah, Nevada, and California, the Great Central Railroad has been the most direct and reliable route for passengers and freight. The line is now extended to the Pacific coast, providing a continuous route from the East to the West. The railroad is operated by the Chicago, Rock Island & Pacific Railroad Company, which is a member of the Great Northern System. The line is well equipped with modern facilities, including passenger cars, freight cars, and locomotives. The route is the shortest and most direct between the East and the West, and it is the most reliable and comfortable mode of transportation.

At Chicago, the Great Central Railroad connects with the Chicago & North Western, Chicago & Great Western, Chicago & Rock Island, and Chicago & Milwaukee Rivers. At Rock Island, it connects with the Rock Island & Pacific, Rock Island & Missouri Pacific, and Rock Island & Illinois Central. At Council Bluffs, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Omaha, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At St. Louis, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At St. Paul, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Minneapolis, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Duluth, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Portland, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Seattle, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Tacoma, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Vancouver, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Portland, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Seattle, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Tacoma, it connects with the Great Northern, Great Western, and Great Northern & Pacific. At Vancouver, it connects with the Great Northern, Great Western, and Great Northern & Pacific.

For further information, apply to the General Agent, Chicago, or to the General Agent, St. Paul.

General Agent, Chicago, Geo. H. Kimball, Gen'l. Supt.

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EVENING NEWS.

Friday, June 27, 1896.

ULTIMA VERITAS.

BY RAY, WASHINGTON GLADWIN

In the bitter waves of war,
Beaten and tossed about
By the surging sea of doubt,
When the anchors that held us fast
Are dragging in the gale,
I am quietly holding fast
To the things that cannot fail.
I know that right is right,
That it is not need to live
That love is better than spite,
And a neighbor than a spy.
I know that passion needs
The leash of a sober mind;
I know that generous deeds
Some reward will find.
That the rulers must obey,
That the given shall increase;
That Duty lights the way
For the beautiful Peace.

In the darkest night of the year,
When the stars have all gone out,
That comfort is better than fear,
That faith is true than doubt.
And though the winds may howl,
I know that truth and right
Have the universe on their side.
And that somewhere, beyond the stars,
Is a love that is better than fate;
I shall see Him, and I will wait—
Sunday Afternoon.

Correspondence.

COALVILLE, Summit County, June 25, 1896.

Editor Evening News:

To-day, through the courtesy of Brother T. L. Allen, architect of the Summit Stake Tabernacle, I had the pleasure of examining the plans of the building and was furnished the following items of information:

The site selected for building the tabernacle is across the road east and about 80 rods north of the residence of Frederick W. W. Cluff.

The design is 42x90 ft., with three transepts 52x50 ft., one on each end, and a central aisle 10 ft. wide.

There are two stories. The first measuring 10 ft. in height. The second story 23 ft. high, with a ceiling 29 ft., 6 in., making the building 33 ft. high.

The upper story will have eight windows, 4 x 14 ft., and one window in each transept, measuring 8 x 16 ft.

The building is approached by four large doors, 10 ft. wide, one in each transept and one in the back of the building.

The second story is reached by a flight of stairs situated in the transept. There are two rows of columns running through the first story to support the second.

A gallery is to extend around the upper room, from transept to transept, on each side and west end, at an elevation of 10 ft. from the floor.

The building will be heated by means of a hot-air furnace set in the basement, with registers on each floor, so as to equally distribute the heat. The lower story will seat 800 persons, and the upper story, including the gallery, 1,500.

The speakers' stand will be on the east end and the organ and choir immediately back of the stand.

It is the desire to use the lower room for Ward and the upper for Stake purposes. The people are happily situated for building material, such as lumber, rock, lime and sand. The brick to be used is being manufactured from the clay taken out of the excavation which is being made for the foundation of the building.

Pres. W. W. Cluff is superintending, and is busily engaged with a force of men in prosecuting the work. I remain
Yours very respectfully
JOHN W. TAYLOR.

TOOLE LADIES CONFERENCE.

On Saturday and Sunday, June 14th and 15th, at 10 o'clock, the second quarterly conference of the Relief and Young Ladies Associations of Tooele Stake, was held at the residence of Mrs. E. B. Wells, in Graniteville. There were present on the stand: President F. M. Lyman, President of the Tooele Stake, and John H. Sawyer, Bishop Tuttle, Bishop Hunter and Bishop Martin; Miss E. B. Wells, Mrs. E. B. Wells, Mrs. M. E. Smith, Mrs. M. E. Smith, Mrs. M. E. Smith, and other members of the Stake.

After the usual exercises, the reports were read and found to be in a very satisfactory condition. Mrs. E. B. Wells, who was very good in her instructions on the training of children, on architecture, the story of the Bible, on improvement, and was followed by Mrs. E. B. Wells and Mrs. M. E. Smith.

When the young ladies had their meeting, all giving a very good report, and at 2 p. m. Mrs. E. B. Wells, with the presiding authorities, organized a Primary Association with 65 members.

At 4 p. m. a very good time was spent in the singing of hymns and in the reading of the scriptures. The conference adjourned till September.

ANN TATE,
Corresponding Secretary.

"The Flurry in Stocks"

Always means an opportunity for some shrewd and lively operator to make a handsome profit. Messrs. Lawrence & Co., Bankers, N. Y., have established the new combination system for operating in stocks, bonds and commodities. It is a system that may suit the customer.

By pooling the orders of thousands of persons into one immense sum, and operating them as a mighty whole, under the most favorable conditions, vast profits are made, which can be gained in no other way. These are divided pro rata among shareholders, monthly. An investment of \$10 returns \$50, or 5 per cent. on the stock. \$100 pays \$500, and so on, according to the market. A St. Louis patron made over \$800 per cent. on an investment in October by the combination method. Messrs. Lawrence & Co.'s new circular (mailed free) has full information, so that any one can operate with stocks and bonds wanted. Government bonds supplied. Apply to Lawrence & Co., Bankers, 67 Exchange Place, New York City.

POSTAL AFFAIRS.

Friday, June 27, 1896.

MAKES OF DOMESTIC POSTAGE.

The standard single rate weight is 10 oz. avoirdupois. For domestic letters, the rate is 1 cent per ounce. For newspapers, the rate is 1 cent per pound. For magazines, the rate is 1 cent per pound. For books, the rate is 1 cent per pound. For other articles, the rate is 1 cent per pound.

For foreign letters, the rate is 1 cent per ounce. For foreign newspapers, the rate is 1 cent per pound. For foreign magazines, the rate is 1 cent per pound. For foreign books, the rate is 1 cent per pound. For other articles, the rate is 1 cent per pound.

For registered letters, the rate is 1 cent per ounce. For registered newspapers, the rate is 1 cent per pound. For registered magazines, the rate is 1 cent per pound. For registered books, the rate is 1 cent per pound. For other articles, the rate is 1 cent per pound.

For money orders, the rate is 1 cent per ounce. For money orders, the rate is 1 cent per ounce. For money orders, the rate is 1 cent per ounce. For money orders, the rate is 1 cent per ounce. For money orders, the rate is 1 cent per ounce.

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