R. K. THOMAS.

SPECIAL FOR
MONDAY and TUESDAY, OCTOBER 13 and 14

SILK VELVETS 50c. Per Yd. Worth Double

R. K. THOMAS

DID YOU GET YOUR TAX NOTICE?

We Don't Pay City Taxes in Forest Dale.

THE SALT LAKE RAPID TRANSIT COMPANY

has completed its track to our addition. The Sprague Electric Company is under contract to have the electric motive power with which to operate the line to Forest Dale ready for use by Sept. 14th. Shortly after that date

ELECTRIC .·. CARS

AS ELEGANTLY EQUIPPED AS ANY IN THE WEST

will connect our Addition with the heart of Salt Lake City. Our Property

SPEAKS FOR ITSELF!

And we prefer to sell to those only who, having first selected a favored spot possessing unsurpassed natural surroundings, abundant water of purest quality, and cheap, rapid communication with our business thoroughfares, wish in addition to these advantages a community of desirable neighbors. We are anxious that you should

SEE WHAT WE HAVE

To sell, and invite all wishing to buy homes to call at our office. We have Conveyances that will take you to Forest Dale at your convenience. Prices to suit all. Payments Easy. Time Given at low rate of Interest.

GEORGE M. CANNON & L. G. HARDY,
66 MAIN ST. SALT LAKE CITY.

DAVID JAMES & CO.,

TINNERS,

Plumbers, Gas and Steam Fitters,

—DEALERS IN—

Plumbing Material, Pumps, Pipe and Fittings, Steam Heating Supplies, Tin and Iron Roofing, Galvanized Iron Cornice, Guttering, Etc.

GARDEN HOSE and LAWN SPRINKLERS.

No. 67 S. MAIN STREET.

WILLIAM WHITE, President. JOS. L. HEYWOOD, Secretary. JOHN H. WHITE Treasurer.

WHITE & SONS CO.,

PROPRIETORS

Pembroke Meat Market

The Choicest Meats the market affords are furnished from our Refrigerator. Family trade solicited. Prompt delivery and satisfaction guaranteed. Our Prices are as Cheap as the Cheapest. Home-cured HAMS and PURE UTAH LARD a Specialty.

WHOLESALE PRICES.

First Quality Beef, in Sides, at 7c. Second Quality Beef in Sides, from 6c to 6½c. Beef by the Quarter from 5c to 8c. Mutton Carcasses, at 10c.

Telephone 282. 28 W. First South Street.

JOHN H. WHITE, - - - Manager.

DESERET EVENING NEWS

Saturday, - October 11, 1890.

LIST OF LETTERS

Remaining in the Post Office at Salt Lake City, Utah, October 10, 1890, which, if not called for within two weeks, will be sent to the Dead Letter Office at Washington, D. C.

LADIES' LIST.

Anerly Mrs J J
Anderson Mrs Louie
Bake Miss Alice
Brickford Alice
Barlow Miss Ida
Burgbusser Mrs H M
Barlow Miss Ida
Burrows Mrs Arthur
Brokaw Miss Mary
Chester Mrs Wm
Coleman Miss Adele
Craig Mrs Kate
Curtis Mrs F L
Clayson Miss Fanny
Cromwell Miss Gertrude
Child Mrs Louisa
Clark Mrs Susie
Chapmiter Susana
Dale Mrs
Draper Mrs Mary
Dingle Mrs Eva
Dreaker Emma L
Evans Miss Agnes
Eldredge Alida
Ellison Mrs H J
Evans Mrs Homer
Furman Amey
Fife Ida May
Fetzhoder Mrs
Kirchgeyer Marie
Gillis Mrs Annie
Gerrardson Alinda
Greenwood E M Mrs
Garrick Mrs Harriet
Graham Mrs R B
Gleason Mrs Ray
Gladden Mrs B H
Hoss Miss Eva
Hendricks Mary
Hardgrieve Mrs S
Hall Miss Nettie
Hughes Mrs Clark
Hawley Miss Maude
Harder Miss Mary
Harris Minnie
Humphrey Louisa
Hotel Miss Lizzie
Hurst Mrs W
Jones Mrs M F
Jensen Miss Ellen
Johnson Annie E
Jones H F
Jones Miss M
Jones Mrs Josephine
Kaiser Mrs A R
Land Lisa C
Leonard Ella M
Leverich Mildred
McDaughlin Mrs A
McCormick Jennie
Moer Miss Mollie
Miller Mrs J W
Malone Mrs Anna
Miner Mrs N F
Monteith Josephine
Metcalfe Mrs Myrtle
Moyer Miss Maggie
Marshall Miss Nettie
Mulhall Mrs Robert
Mortimer Sadie C
Moser Mrs Sette
Nostrand Mrs S S
Newcomb Mrs J T
Nortlik Miss Alice
Perry Mrs H K
Palmer Mrs De B
Pinsley Mrs Sarah
Pugi Mrs D W
Rogers Mrs Stella
Reeves Mrs C F
Ricks Mrs Delia
Robinson Della
Stone Mrs I D
Smith Mrs Della
Richards Adlai
Smoorens Mrs
Sonck K Mrs
Sprent Mrs Emma
Dailey Mrs J W
Simpson Mrs Jane
Smith Zyne
Smith Mrs E A
Smith Mary A
Stenberger Mrs Marie
Stone Mrs Margetta
Stack Malvina
Tenge Mrs
Thompson Mary May
Tingaas Miss Jennie
Wall Mrs M A
Watson Miss Eva
Williams Mrs
Wentworth Josephine

GENTLEMEN'S LIST.

Allen Amos
Allredge Mr
Aspird Christian
Anderson Chas
Archibald E F
Anderson Jno A
Appling Wm
Allen Wm
Benson A A
Berry A R
Davis & Co
Bergstrom A M
Barnes C L
Barrett E A
Barrett R M
Bergstrom P A
Bush E M
Boyce Geo A
Boyd Harry
Beagle J C
Blowers James
Beatton Nat T
Barber G
Blankenship S N
Birks H F
Stevenson Val
Brooks W H
Charles Wm
Chasson Will
Converse Porter
Crozier J C
Crimm Morris
Campbell M L
Calvine Jas
Cashmere Alfred
Cullgren R O
Cozzel Rick
Clement Chas F
Cranmer Chas A
Cornell Eugene C
Cragine H
Cameron James
Cunnjamel Nic
Carver Henry
Carney Dr N L
Clarke Sam
Donnelly J W
Draper Joe
Dunham John
DeCurtins Addie
Davis A W
Dahlman Louis
Donovan J
Downs O G
Donnelly E
Dunning W D
DuBroie W J
Dailey W H
Durlington W D
Dupuey Geo E
Degow I
Dickson Ira H
Evans K A
Elliot Geo
Ely W M
Eckley Ralph
Epplek Jos
Fallon Hugh
Fleming J E
Field G M
Finley W H
Fitzpatrick Richard
Greenaway Benj
Gerrasin Fred
Gerhardt Henry A
Gardner H L
Geary Jas
Gibbs Jas
Goodrich J T
Glen John
Gundry Jos T
Gillette Rev J
Gibson Lee
Garrison Mark
Gibbs M D
Gammon Sam'l
Grimes Wm
Gurney & Smythe
Hudson I O
Hyer Andrew
Hermann August
Harrington A L
Hatch Edson
Hicks Emanuel
Hostetler Bros
Holt Chas H
Hudson H H
Hamel A
Halliday Fred A
Hoag Frank
Haas J
Herrick W E
Hatton W D
Harden W M
Hicks Will N
Hayden Judge W F
Halliday Thos
Hartnett R L
Hughes Master Roy
Haas Louis
Hatch H E
Isbell G
Jolmer R R
Juhan Rob
Jacoby S N
Jackson Chris
Jackson Henry
Johnson I
Kanopaw Fritz
Knight H A
Krulis Frank
Kelly Jas
Kenson H C
Kelly John
Kilgore Jas W
Keller C F
King
Kimball Chas
Kyle Walter
King Walter
Linkers Rattael
Larson Geo
Larson Lewis
Lethridge Jas
Larson A J
Lois F H
Lord F H
Lavender Wm
Hampshire Rob
Mannale S S
Moore J G
Murphy J H
Macdonald A F
McCreary Bruce
McCallum C H
McBride A P
McDonald Geo
McKnight T J
McLeod Fred
Mulvan Lewis
Moines I E
Dickey Jas
McCauley Jas
McVicker C
McFarland N C
Mills Jos H
Marshall Julius
Menzies Adam
Moore David
Mage Marble Yard
Maynard Lee A
Myers Louis
Mishler Martin
Murray E
Mitchell M L
McIntyre Jos
Norrack W
Nolet W
Neale Peter
Nicolson J A
Nordhoff H E
O'Connor C J
Otter T B
Olander Ed
Oliver D E
Powell C O
Perkins W
Pugliese Gilo
Pierce E
Peterson S F
Caldwell H E
Pierce E
Pinney H
Rhoad E
May Ed (2)
Reed Geo
Eyre Geo
Rastide H E
Rolek James
Reed J H
Ryan Wm
Egan W
Reid Levi
Sabach M
Seeley A
Shoemaker A (2)
Shook C L
Scott Fred
Smith G W
Sampsonig H or F
Schneider P
Simpson J W
Sargent John
Searey Jas
Stace J
Sorenson Jos
Smith Rev J Henry
Smith Chas W
Shoemaker W H
Smith Alex
Smith Wm C
Smith S D
Snyder Wm (2)
Stark Wm
Swanson Wm
Thompson W T
Schock Trent
Stirling Thos F
Sofenson M S
Starkey Bros
Sheldon E E
Snyder R H
St John Porter
Sweet Peter
Sulgo Max
Scott Melville
Sorenson M H
Safiot M
Tripp J M
Thayer Edwin A (2)
Tribbett J F
Thayer Rev J O
Taylor J H
Thayer J D
Vanderson G V
Van Alderwatch G
Vetters John
Van Pelt M S
Vetters Amos
Vennard S
Wallace Rev A G
Ward A P
Worthell R M
Welch Chas J
Wallenthas Gottlieb
Worden Edgar
Williams F J
Woodson H
Walter John
White J E
Woodson John
Wood & Drury
Ward N W
Wagner S L
Wolfe A
Wheeler W C
Watkins Wm
Work Wesley
Williams A G M
Wilde Walter
Young R H
Yeale Wm
Zechsinger Marion
Zaugberg F L
Off South West Tem ple

To obtain any of these letters the applicant must call for "Advertised Letters" and give the date of the list.

I. A. BENTON, Postmaster.

DETECTING A THIEF.

HOW AN ARAB CHIEF PICKED HIM OUT OF TWENTY-SIX MEN.

Not long ago I had occasion to penetrate well into the northern part of Mesopotamia, says a letter from Turkey in the Boston Globe. One morning when I arose I found that a leather purse containing some £51 had been taken from my saddle bags during the night.

I at once spoke to the leader of the large caravan with which I was traveling. He was an old Arab chief who had seen far better days, but owing to war and famine had been driven into the caravan business, which, by the way, is often profitable.

He was not at all excited by my tale, and when I had done quietly said: "The effendi shall soon have his money again."

My reply was: "And then you shall have your present."

"Inshallah" (God be praised), was his reply and we separated.

In about half an hour he called all the men of our train together and made them sit down on the ground before him in a row. He himself was perched upon a bale of goods, with his feet tucked under him, and really looked patriarchal with his long white flowing beard.

He explained to the men the nature of the theft, and then added: "I have no idea what has taken the effendi's money; only the thief and Allah know that; but as the American effendi is under my care upon this journey I am bound to protect him. It is a shame to me and against my honor that he should meet with this loss from your hands. The thief must be discovered and severely punished. Now I propose to leave the question to the thief and Allah to settle. My white donkey (he rode a large white donkey, which is greatly prized in this country) is now tied alone in my tent yonder. That donkey is a direct descendant from the one on which Mahomet rode when he fled from Mecca to Medina in the year of the Hegira. He has wonderful wisdom. Allah is with him. He hates sin and sinners. The holy prophet often speaks to him.

"Now, I command each one of you, one at a time and entirely alone, to go to my tent where the donkey is tied, close the door so no one can see in, and then pull the donkey's tail. When a man who is not guilty does this, all will be silent and well; when the thief touches him he will kick and bray. The effendi will make ready to mete out the proper punishment. That is all. It is spoken; let a man toward the tent go first, and the others follow in the same order, one by one. Silence!"

The first man went. The deep stillness was broken only by the heavy breathing of the twenty-six men who sat in that solemn row.

No, I returned to his seat, and No. 2 followed; then another, and another, and another, and yet not a sound from the tent or the donkey.

I began to feel anxious. I had some money up on that game. I watched the last judge. He seemed as calm and undisturbed as the donkey in the tent seemed to be. There was not a trace of anxiety upon his face.

There were only two men left. Then one. I held my breath, for I knew that now we must hear a rumpus. But, no; he came out and took his seat again, and all eyes were turned upon the old man.

I had expected that in some way the old fellow would find my money, but he had not only failed, but had put himself and me in a most ridiculous position before the caravan. Our influence would certainly be injured by this act. I was chagrined, and angered, and rose up to go.

The old man as calm as a lagoon, motioned me to be seated. I suddenly obeyed. He then in a firm voice told the men to stand, each one holding his hands open before him together with the palms up. They mechanically did as he ordered, in mute astonishment, and I must confess that I could not make out at all what he was up to.

He arose and, beginning at the left end of the row, held his face for a couple of seconds in the upturned palms of the first man. The operation he calmly repeated with the second and third.

When he came to the sixteenth man he suddenly lifted his face from his hands, clutched the fellow by the shoulders, and pushed him out of the line.

"Thief! dog!" said he in a voice full of thunder. "Where have you put the foreign effendi's money? Bring it at once, or I will break your vile head and water the sands with your blood."

He gave the trembling man his liberty, and in less than one minute I had my purse that was lost.

I was confounded. Although I had closely watched every move I was yet unable to understand how the old sheik had discovered the thief. The next day, as we rode along, I asked him to explain to me the process of the revelation. He said: "I prepared the donkey for the trial by shaking his tail for a few moments in the tin of an herb that grows in abundance about here. It has a tenacious though not strong odor."

I saw through it all. Of course the thief did not pull the tail and all the rest did, and by smelling of the hands he knew who was afraid of the donkey's kick and bray.

I leave it to my readers to judge whether the old man did not have a pretty good working knowledge of human nature.

She Swallowed Eighty Pins.

Among involuntary gastronomic feats the most extraordinary was that of a young woman named Mary Spelmore, who lived in St. Peter's parish, Derby. In the month of November, 1779, she was engaged hanging up linen to dry, when some sudden emotion caused her to swallow a small ornament of pins with which she had stocked her mouth. A surgeon was sent for, who did all in his power for the unfortunate girl. Though the retching was constant, she never brought up more than one at a time, and in three days the total amounted to seventy-six. Some of them were very long, and her convulsions were so violent that it took several persons to hold her. Shortly after entering the hospital at Nottingham tumors formed on the left side near the shoulder. These were suppurated and opened and several pins came out of the wounds. In five months she was discharged cured.—Nottingham (England) Sun.

Within the Law.

"I want to be posted in de law," said a colored woman who called at the Grattot avenue station the other day.

"Well?" replied the sergeant.

"I've got a gal."

"Yes."

"And she's got a beau."

"Very likely."

"I cant abear him, an' I dasn' want him 'round de house. What co'se shall I take?"

"Have you ever given him a hint?"

"Lawds, sah! but I jes' tole him to git'ar out or I'd bust him to pieces! I reckon that's a hint."

"But he didn't go?"

"No, sah. Now, sah, I want to know how far I kin go an' keep within the law. I'ts talked to him, frowed water on him, hit him wid a club, called him names, made de dog bite him, an' p'inted a pistil at him, but he won't stay away. How much furder kin I go an' not break de law? Could I shoot dat' in de yard an' mow him across de legs wid an old scythe when he cum up de de'sk? Could de pistil go off accidentally?"

When advised to try peaceful measures she indignantly responded:

"Dat's what I did on the very go off. I took him by the collar an' frowed him ober de gate."—*Detroit Free Press.*

A Pretty Deep Hole.

A hole ten feet in circumference appeared in Oconee County, Ga., during the great earthquake in 1886. It is full of water, and there has long been talk about its depth, but no soundings were taken until a few days ago. Then a rope 240 feet long was put down, but it failed to touch bottom, and now there are persons who declare that "the hole extends into the bowels of the earth." It is proposed to take a second sounding in the near future.—*Ex.*

Queer Fact About the Lady Bug.

It is a curious fact that the Australian lady bug, which was brought to this State to make war upon the cotton cushion scale, has become extinct in its native land, and that Australia is to be supplied with a new stock of the useful parasite by our State board of horticulture. The Lady bug, known as Vedalia, has been worth millions of dollars to California in preserving the orchards from threatened destruction.—*Ex.*

Utah Central Railway.

Time Card in Effect JUNE 21, 1890

Passenger Trains Leave and Arrive at Salt Lake City, and Park City, Daily, as Follows:

SALT LAKE CITY.

Train 1 leaves 4th South & Main st. 1.30 p.m.
" 3 " " " " 3.00 p.m.
" 2 arrives " " " 10.00 a.m.
" 4 " " " " 5.30 p.m.

PARK CITY.

Train 1 arrives Park City ..... 11.00 a.m.
" 3 " " " ..... 4.30 p.m.
" 2 leaves " " ..... 7.30 a.m.
" 4 " " " ..... 1.00 p.m.

FREIGHT TRAINS.

Leave Salt Lake at ..... 11.30 a.m.
Arrive " ..... 5.15 p.m.
Leave Park City at ..... 11.00 a.m.
Arrive " ..... 4.00 p.m.

No Passengers carried on Freight Trains.

PASSENGER RATES

Between Salt Lake City and Park City.

Single Fare, $2.00. Round Trip, $3

J. H. YOUNG, Manager. T. J. MACKINTOSH, Gen. Ft. & Pass. Agt.

RIO GRANDE WESTERN RY.

CURRENT TIME TABLE, AUG. 31, 1890.

East-Bound Trains.	No. 2. Atlantic Mail.	No. 4. Atlantic Express.
Lv. Ogden	8.35 a.m.	5.10 p.m.
Ar. Salt Lake	10.45 a.m.	9.25 p.m.
Lv. Salt Lake	11.00 a.m.	7.05 p.m.
Ar. Provo	12.27 p.m.	8.41 p.m.
Lv. Provo	12.30 p.m.	8.43 p.m.
Ar. Green River	7.37 p.m.	4.30 a.m.
Lv. Green River	7.39 p.m.	4.32 a.m.
Ar. Grand Junction	11.30 p.m.	8.45 a.m.
Ar. Pueblo	5.17 a.m.	2.35 a.m.
Ar. Denver	8.00 a.m.	7.30 a.m.

West-Bound Trains.	No. 1. Pacific Mail.	No. 3 Pacific Express.
Lv. Grand Junction	7.30 a.m.	7.15 p.m.
Ar. Green River	11.20 a.m.	11.20 p.m.
Lv. Green River	11.40 a.m.	11.50 p.m.
Ar. Provo	4.59 p.m.	3.46 a.m.
Lv. Provo	5.30 p.m.	4.40 a.m.
Ar. Salt Lake	6.35 p.m.	6.25 a.m.
Lv. Salt Lake	8.35 p.m.	8.00 a.m.
Ar. Ogden	9.40 p.m.	10.05 a.m.
Ar. Denver	9.00 a.m.	9.35 p.m.
Ar. Pueblo	2.15 a.m.	2.10 a.m.

LOCAL TRAINS SALT LAKE & OGDEN.

Leave Salt Lake 8.30 a.m. and 4.30 p.m. and 6.1 p.m.

Returning, arrive Salt Lake at 10.40 a.m. and 12.05 and 6.35 p.m.

Trains (2) and (4) from Wasatch on Saturdays and leave for Wasatch on Mondays only.

Pullman palace and tourist sleeping cars on all through trains.

E. L. LOMAX, Gen'l Manager. J. H. MOONEY, Gen'l Pass. & Ticket Agt.

General Offices at Salt Lake City, Utah.

NOTICE.

ALL PERSONS ARE HEREBY warned, under the penalty provided by ordinance, not to remove the body of any dead animal, or offal, or filth of any description, without first notifying the City Scavenger, who will issue directions for its disposal.

WILLIAM GROWELL, City Scavenger, Room 6, City Hall.

April 17th, 1890. dtf

EXCELSIOR BAKERY

No. 10, East Temple St.

FRESH BREAD, BUNS, CAKES, And CRACKERS.

PURE CANDIES, GROCERIES, Etc.

Buttercup Crackers a Specialty.

EDWARD SCRACE, Proprietor.

RAILROADS.

A MAN

UNACQUAINTED WITH THE GEOGRAPHY OF THE COUNTRY, WILL OBTAIN MUCH VALUABLE INFORMATION FROM A STUDY OF THIS MAP OF

THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY,

stretching down from Chicago and Kansas City, West of the Missouri River, The Direct Route to and from Chicago, Joliet, Ottawa, Peoria, La Salle, Moline, Rock Island, in ILLINOIS—Davenport, Muscatine, Blairstown, Oskaloosa, Des Moines, Winterset, Anita, Atlantic, Harlan, and Council Bluffs, in IOWA—Savannah, St. Joseph, Cameron, Plattsmouth, Nebraska City, and Omaha, in NEBRASKA—Lincoln, Beatrice, Marysville, Topeka, Manhattan, Junction City, Salina, Ellsworth, Kiowa, Pratt, Larned, Dodge City, Colorado Springs, Denver, Kingsley, Fort Scott, in KANSAS—Kansas City, St. Joseph, and Kansas City, in MISSOURI—Omaha, Fremont, and Nelson, in NEBRASKA—Horton, Topeka, Leavenworth, Atchison, Salina, Ellsworth, Wichita, Anthony, Harper, Kiowa, Pratt, Larned, Dodge City, Colorado Springs, Denver, Pueblo, in COLORADO. Transfer passenger and freight cars on connecting lines at all points, affording the best facilities of intercommunication to and from Kansas City and points West, Northwest, and Southwest from Chicago, and Pacific and transcontinental points.

MAGNIFICENT VESTIBULE EXPRESS TRAINS,

equipped with all conveniences and appliances that can add to the comfort of travelers, are run by the Rock Island Route, the locomotives in winter, DAILY between Chicago and Des Moines and Council Bluffs (with through coaches to Omaha) and Chicago and Colorado Springs, Denver and Pueblo; in Iowa, daily, Kansas City or St. Joseph, Council Bluffs, Sioux City, Des Moines and points of Missouri River; Dining Cars, with Pullman Palace Sleepers between Chicago and Council Bluffs, Omaha, Kansas City, Denver, Colorado Springs and Pueblo; Chicago and Kansas City, Denver and Colorado Springs and Pueblo, via Kansas City and Chicago and Denver, Colorado Springs and Pueblo, via Kansas City; Reclining Chair Cars free to Colorado Springs and Pueblo; Chicago and Omaha, Council Bluffs, points west of the Missouri and Kansas City, California excursions daily, with CHOICE OF ROUTES to and from Salt Lake, Portland, Los Angeles and San Francisco; LOW RATES to and from Pikes Peak, Manitou, Yosemite, Yellowstone Park, the Southwest, Mexico, Great Salt Lake, the Parks of Colorado, Yellowstone Park, the Southwest, Mexico, Great Salt Lake, the Parks of Colorado.

VIA THE ALBERT LEA ROUTE,

Solid Express Trains daily between Chicago and Minneapolis and St. Paul, with THROUGH Sleeping Cars to Kansas City, Omaha, Council Bluffs and Sioux City. Through Chair Car and Sleeper, Kansas City to Minneapolis and St. Paul. Through Chair Car and Sleeper, Omaha to Minneapolis and St. Paul. The Favorite Line to Pipestone, Watertown, Huron, Aberdeen, Pierre, Huron, Watertown, Redfield