UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fare.
Trains leave	A.M.	A.M.	P.M.	
Salt Lake	7 00	6 10	1 20	.....
Little Cottonwood	7 28	6 55	2 15	50
Junction	7 48	7 30	2 50	75
Arrive at				
Sandy	7 58	7 40	3 00	1 00
Leave	mxd			
Sandy	8 03			.....
Draper	8 18			1 25
Lehi	9 08			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 51			3 00
Payson	11 23			3 50
Santaquin	11 43			4 00
Arrive at	M.			
Terminus	12 00			4 00

Going North:

Name of Station.	No. 2. Passenger.	No. 4. Passenger.	No. 6. Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 20			.....
Santaquin	12 57			25
Payson	1 17			50
Spanish Fork	1 49			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	3 08			2 00
American Fork	3 20			2 10
Lehi	3 32			2 25
Draper	4 22			2 75
Arrive at				
Sandy	4 37			.....
Leave				
Sandy	4 47	9 00	5 00	3 00
Junction	4 51	9 10	5 10	3 25
Little Cottonw'd	5 11	9 45	5 40	3 50
Arrive at				
Salt Lake	5 40	10 30	6 15	4 00

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

F. LITTLE,
General Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

UTAH NORTHERN RAILROAD.

ON AND AFTER

OCTOBER 13th, 1875,

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:30 a. m.
" Corinne	11:50 "
" Logan	3:20 p. m.
Arrive at Franklin	4:45 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:45 "
" Corinne	2:10 p. m.
Arrive at Ogden	4:30 "

Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

M. W. MERRILL, Supt.

CHAS. NIBLEY,
Gen. Freight & Ticket Agt. d269

UTAH WESTERN RAILWAY

CHANGE OF TIME.

ON AND AFTER

FRIDAY, Oct. 1st, 1875,

THE UTAH WESTERN RAILWAY COMPANY will run trains for Passengers and Freight as follows:

Leave Salt Lake City at 8:30 a. m.
Arrive at Half-way House at 10:30 a. m.
Leave Half-way House at 12:40 p. m.
(Stopping at Lake Point for Dinner),
Arriving at Salt Lake City at 3 p. m.

On Wednesdays and Sundays,

Only, the Company will issue Excursion Tickets to Lake Point and Return at a reduced rate.

Special rates given to Excursion Parties upon application to G. W. THATCHER, General Passenger Agent.

For any information concerning freight, apply to J. N. PIKE, Gen'l Freight Agent.

H. P. KIMBALL, Gen'l Supt.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after June 20th, 1875.

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fares.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
*Wood's Cross.	7 25 "	4 08 "	.50
Centreville	7 33 "	4 16 "	.75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 52 "	1.35
Arrive at Ogden.	9 00 "	5 40 "	2.00

Name of Station.	No. 2. Pass'r.	No. 4. Pass'r.	Fares.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville.	10 31 "	7 10 "	1.00
Farmington	10 52 "	7 31 "	1.35
Centreville	11 04 "	7 44 "	1.50
*Wood's Cross.	11 13 "	7 53 "	1.75
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. and 5:05 p. m.; and Ogden at 8 a. m. and 3:30 p. m.

☞ For all information concerning Freight or Passage, apply to

JAS. SHARP,
Gen. Freight and Ticket Agent.

JOHN SHARP,
SUPERINTENDENT. d11-1y

BATHS!

WARM SPRING BATHS.

Private and Plunge.

THESE CELEBRATED BATHS ARE open to the public at all seasons. Their medicinal properties are so widely known that it is needless to enumerate them.

Besides the Private Bathes, the large and handsomely furnished **Plunge Baths,** for Ladies and Gentlemen, are now open. d304 1y

ANOTHER STRIKE!

A. HOPPER

Has Commenced Striking in his Old Shops, known as the

RAILROAD SHOPS,

SECOND SOUTH STREET,

Where he will be pleased to see his old Friends and Patrons and their Cash.

The Business will be carried on in All Its Branches, and none but Competent Men employed. d318

Z. C. M. I.

We will pay the HIGHEST MARKET PRICE for PEELED and UNPEELED PEACHES, APRICOTS, and PLUMS, and, on being notified, will call at the owner's residence and receive them.

IN ORDER TO MAKE ROOM FOR FALL SHIPMENTS we are offering the Largest Stock of General Merchandise ever brought west of Chicago at very close margins, comprising in part—

Summer Prints.
Percales,
Linen and Grass Suitings,
Alpaca Lustres,
Corded Alpacas,
Pique,
Domestic & Fine Ginghams.
Cheviots,
Checks,
Stripes,
Denims
Duck in all Colors.
Tickings,
Bleached Goods.
Sheetings,

DOMESTICS IN ALL GRADES!

Flat and Roll Cambrics,

Together with our usual Full Lines of

NOTIONS!

Including many novelties rarely seen in this market.

A MAGNIFICENT ASSORTMENT OF

Carpetings & Upholstery Goods!

BLINDS AND BLIND TRIMMINGS!

AN IMMENSE STOCK OF

GROCERIES, HARDWARE,

Glass and Queensware,

POWDER, FUSE, MINERS' SUPPLIES

Agricultural Implements, &c.

Sole Agents in Utah for the Celebrated

STUDEBAKER WAGONS

We take pleasure in referring those who wish to buy, to parties whom we have supplied, as to the class of goods sold by us and our mode of doing business.

H. B. CLAWSON,
Superintendent.

Wanted, in any quantity, large or small, WHEAT, OATS, BARLEY, CORN, EGGS, HIDES and WOOL, for which the HIGHEST MARKET PRICE WILL BE PAID.

EVENING NEWS.

Tuesday, - November 16, 1875.

SYMMES' HOLE.

The Undiscovered World in the Interior of the Earth.

A little more than half a century ago, John Cleves Symmes, then a captain in the regular army of the United States, with headquarters at St. Louis, became impressed with the idea that the earth was hollow, and habitable within as well as without. He devoted all his spare moments to the study of philosophy, and in 1819, while stationed at St. Louis, made known his theory of the earth by means of circulars first, and then through the press of that city.

The theory was then talked about considerably. Captain Symmes concluded to devote the remainder of his life to the realization of his theory, and for this purpose resigned his position in the army. His next step was to make known his theory to the world. This he strove to do by lecturing through the country, principally, however, in the Middle and Eastern States. Captain Symmes was of the opinion that Congress might perhaps make an appropriation necessary for fitting out an expedition to the North, were his theory presented for consideration. About this time he visited Colonel Richard M. Johnson, of Kentucky, and prevailed upon him to present the theory and desire of the originator to Congress. Colonel Johnson did so, and after numerous delays the matter received the consideration of Congress, by which body it was "laid on the table," the vote for such procedure being small, however. Captain Symmes was discouraged, but did not despair, resolving to again present the theory. Before he could do so, however; Count Romansoff of Russia, having heard of Captain Symmes, his hopes, etc., wrote him a letter concerning the same. The letter promised Captain Symmes all that would be necessary for fitting out an expedition to the Polar regions and an investigation of the theory, besides agreeing to place the American in command if he would conduct the same under the auspices and authority of Russia.

This kind offer by a foreigner was declined because Captain Symmes preferred having the expedition fitted out by his own country, and should any honor result from an investigation of his theory, that honor would belong to the United States.

The theorist then went East, and while lecturing in New England was taken sick and conveyed to his home in Ohio. Here he died, beseeching his eldest son, in his last moments on earth, to uphold and endeavor to investigate the theory. This son, Mr. Americus Symmes, was then under age, and, by the death of his father, made to care for a large family. For years he lived without doing anything concerning the theory. He is now an old man, but at this advanced period of his life has resolved to revive the theory.

Mr. Americus Symmes now lives in Jefferson County, near Louisville, and devotes much of his time investigating his father's scheme. From him a copy of it has been obtained. He firmly believes that it will some day be verified, and, indeed, says some of its statements have been proven by the discoveries of Hall and others in the Polar regions.

Mr. Symmes now hopes to do something for the theory by lecturing. His initial attempt will be made next Tuesday in Louisville, and if properly encouraged he in- [illegible] country. The annexed copy of Symmes' theory will give the reader an idea of what it is.

According to Symme's theory, the earth is globular-hollow, and widely open at the poles. The diameter of the northern opening is supposed to be about two thousand or four thousand miles wide from outside to outside; the south opening is supposed to be somewhat larger. The planes of these openings are parallel to each other, but form an angle of twelve degrees with the equator, so that the highest part of the northern plane is directly opposite the lowest part of the southern plane. The shell of the earth is supposed to be about one thousand miles thick. The edges of this shell are called verges, and measure from the regular concavity within to the regular convexity without about fifteen hundred miles. The verges occupy about twenty-five degrees, and if delineated on a map would show only the outer half of the verge, while all above or farther from the equator, both north and south, would lie on the apex and within the verge. All the polar regions upon the present map would be out of sight. The meridian lines extend at right angles from the equator to the outer edges of the verges, and then wind round along the surface of the verges, under the highest parts of the same, both north and south.

From the regular convexity of the interior concavity of the earth across the verge is fifteen hundred miles—a distance so great that a vessel, in sailing over the verge, would not perceive the change in her direction except from the apparent change of the heavenly bodies, or from the observations of the difference in the expanse of the visible horizon.

A ship going north along the deflected meridians upon and over the verge causes the apparent change in the North Star mentioned by Captain Parry, because he says that when sailing northward in high latitudes the star in question rises over the bow of the ship to the zenith, and then declines towards the stern.

According to the Newtonian theory the ship must have sailed directly under the star and over and down upon the opposite side of the earth. This can hardly be true, as no navigator has sailed so far north. The vessel must have been sailing over the verge and into the earth! This would necessarily bring the north star over the stern of the vessel. Captain Ross, another experienced navigator in the north, when in high latitudes beyond the verge, speaks of the Arctic sea as calm and clear of ice, while south of him was a belt of ice. He describes the current of air coming from the north as being so warm as to dissolve the snow and ice far to the south. Captain Parry makes frequent mention of these warm currents of air coming from the north and northeast, that is, from the interior of the earth, according to the theory of Symmes. Explorers all agree that 68 deg. and 70 deg. north latitude is the coldest region to pass through, and the farther north one goes from that point the warmer it gets.

Driftwood is found on the northern sides of Iceland, Spitzbergen and Norway, while none is found on the southern sides. Flowers are also found in these regions. They certainly do not grow in Arctic regions, and must come from a warmer climate, says Symmes, which is probably to the north, as the flowers and drift are always on the northern sides of the lands mentioned. "The most common objection to this theory," says Symmes, "is that if it were true the sun could not possibly light and warm the interior of the world. This is easily explained. The rays of light come parallel from the sun to the earth, and if it were no larger than the earth, they would fall at least twelve degrees upon the concave interior surface as they passed over the lower part of the verge, both north and south. But the earth in her annual revolution, owing to the inclination of the poles to the plane of her orbit, alternately permits the incident rays to fall much more than twelve degrees. This inclination is twenty-three degrees and thirty minutes, which, added to the twelve degrees angularity of the verge, gives thirty-five degrees and thirty-minutes of the concave surface upon which the direct rays of the sun fall. But these rays, passing over the dense cold air of the verges, are refracted many degrees—probably ten or fifteen—so that by one refraction and one or two reflections the rays of light would be thrown out over the verge to that through which they entered, and because these rays would converge upon the concave surface. Instead of diverging they would produce abundant light and heat through the interior, so that this objection has not the slightest force.

Many people believe in Symmes' theory. Others, scientific souls, do not place any faith in it, and can produce figures and facts, too, perhaps, to prove its impossibility. The present Mr. Symmes says that had Captain Hall gone several degrees farther uorth he would have been enabled to find such evidences as would have proven his father's theory beyond a doubt.

Mr. Symmes has collected a lot of interesting and wonderful facts concerning his world to come, based upon the discoveries of Kane, Hall and others, and proposes to use them in verification of his father's theory at his lecture.—*Louisville Courier-Journal.*

As You Dry

YOUR

APRICOTS,

PLUMS

AND

PEACHES

Take them to

TEASDEL'S!

And get the

Highest Market Price

FOR THEM.

Look out for the Wagons. City Patrons leaving their address can have the Delivery Wagons call for Dried Apricots.

S. P. TEASDEL.

PIANOS!

PARLOR

GRAND;

PARLOR

SQUARE

PARLOR

UPRIGHT

☞ *JUST RECEIVED* ☜ *The Finest Assortment of* **First-Class PIANOS** *ever brought to this country. For sale at* **Reasonable Prices** *and on most easy*

MONTHLY INSTALMENTS

CALDER & CARLESS.

1860. LR 76

THE

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DAVID O. CALDER,

Editor and Publisher.

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Of the Rocky Mountain Country,

AND THE PAPER OF THE PEOPLE

THE LARGEST CIRCULATION

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PRICES GREATLY REDUCED

THE

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THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the

Shortest, Quickest and Best Route between the

PACIFIC & ATLANTIC

Via

Des Moines, Rock Island and Chicago.

The only route carrying the through Overland Mail, making close and reliable connections at

OMAHA,

With trains arriving from the West by Central and Union Pacific Railroads, and at

CHICAGO,

With all Fast Express Trains, East, North and South.

☞ The most elegantly furnished PALACE SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between

OMAHA AND CHICAGO.

THROUGH TICKETS to all points East can be obtained at Company's Office, 405 Montgomery Street, and at C. P. R. R. Offices in San Francisco and Sacramento.

Be sure your tickets read VIA ROCK ISLAND.

A. M. SMITH,
General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago. d1606m

Through Cars to Washington City

On and after Nov. 1st, 1875,

THE

PITTSBURG, FORT WAYNE AND Pennsylvania Railroad

Will run the Celebrated

PULLMAN PALACE CARS

FROM

Chicago to Baltimore AND WASHINGTON CITY,

Without Change!

Leaving Chicago Daily at 5:15 p. m.

☞ This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburg, Philadelphia, New York and Boston, the best markets in the East.

Ask for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Office, 43 West Madison-st., and at Depot, corner Madison and Canal Streets, west side, Chicago.

F. R. MYERS,
Gen'l Pass. and Ticket Agt.

J. N. McCULLOUGH,
General Manager.

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Rocky Mountain Pills.

A VALUABLE MEDICINE,

From New and Rare Medicinal Plants recently discovered in the Rocky Mountains!

PURELY VEGETABLE.

FIFTEEN years of earnest botanical research among these mountains and valleys have resulted in the discovery, not only of many new varieties of plants, but of new species, some of which have wonderful medicinal curative properties. By continued experiment their virtues have become known—and thus from extracts of these newly discovered plants are these pills compounded.

If properly used, they will cure very many diseases, pains and aches, and are more especially valuable in DYSPEPSIA, LIVER COMPLAINTS, INDIGESTION, JAUNDICE, and all cases of FEVERS, COLDS, URINARY AND KIDNEY DISEASES, RHEUMATISM, COSTIVENESS, HEARTBURN, DIARRHŒA, MUMPS, MEASLES, for PURIFYING THE BLOOD, and for many other diseases, and all cases of BILIOUSNESS and DISORDERED STOMACH.

On orders accompanied by the cash or postal order, I will send safely by mail, prepaid, 1 box Pills for 25 cents; 1 dozen boxes, $2.50; 1 gross boxes, $20.00.

J. R. JOHNSON,
d39 St. George, Utah.

OFFICAL DIRECTORY.

United States Officers for Utah.

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Associate Justices—Jacob S. Boreman, Mo.; Phillip H. Emerson, Mich.
Marshal—Geo. R. Maxwell;
U. S. Attorney—William Carey;
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Attorney-General—Zerubbabel Snow;
Marshal—John G. McAllister;
Auditor—Wm. Clayton;
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Superintendent of Common Schools—O. H. Riggs.

Salt Lake County Officers.

Probate Judge—Elias Smith;
Selectmen—Reuben Miller, Isaac M. Stewart and R. Mallin Weller;
Coroner—George J. Taylor;
Sheriff—Stephen W. Taylor;
Prosecuting Attorney—Z. Snow;
Assessor and Collector—R. J. Golding;
Treasurer—Theodore McKean;
County Clerk—D. Bockholt;
County Recorder—Edwin D. Woolley;
School Superintendent—O. H. Riggs.

City Officers.

MAYOR:

Daniel H. Wells.

ALDERMEN:

1st Municipal Ward—Isaac Groo;
2d " " George Crimon;
3d " " A. H. Raleigh;
4th " " John Sharp;
5th " " Alex. C. Pryer.

COUNCILMEN.

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Recorder—Robert Campbell;
Marshal—John D. T. McAllister;
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Assessor and Collector—John R. Winder.
Superviser of Streets—William Hyde;
Surveyor—Jesse W. Fox;
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Captain of Police—Andrew Burt;
Water Master—William Hyde;
Inspector of Buildings—A. H. Raleigh;
Inspector of Wood and Lumber—H. Dinwoodey;
Inspector of Liquor—Robert Campbell;
Inspector of Provisions—Jesse C. Little;
Superintendent Insane Asylum and Hospital—Theodore McKean.
Physician Insane Asylum and Hospital—S. B. Young.

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2d " " Samuel Turnbow;
3d " " Gideon H. G. Gibbs;
4th " " Milton Atwood;