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.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST.

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double berth between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

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 and Restaurant 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; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, (and the enormous passenger business of this line warranting it,) we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. 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, 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 Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P. P. & J.; P. L. & D.; I. B. & W.; Ill. Midland; and T. P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & Northwestern R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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'gr Agt., Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY.

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY.

PULLMAN HOTEL CARS

Are run alone by it through between COUNCIL BLUFFS and CHICAGO.

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA and NEW YORK,

And other Eastern Points.

Insist that the Ticket Agent sell you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this road.

All Agents sell them and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 245 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agent, Chicago.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Woods Cross	7 15	4 08	60
Centreville	7 31	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 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 35
Centreville	11 04	7 44	1 50
*Woods 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., arriving in Ogden at 11.50 a. m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.30 p. m., arriving in Salt Lake City a. 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	6 30	
Morgan	[illegible]	[illegible]	50
Germania	[illegible]	[illegible]	
Lovendahls	[illegible]	[illegible]	
Junction	[illegible]	[illegible]	
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 50	9 05	
Draper	8 07	[illegible]	1 00
Lehi	8 [illegible]	[illegible]	1 50
American Fork	8 [illegible]	[illegible]	1 80
Pleasant Grove	9 06	11 [illegible]	1 95
Provo	9 [illegible]	1 [illegible]	2 50
Springville	[illegible]	[illegible]	2 75
Spanish Fork	[illegible]	[illegible]	3 00
Payson	[illegible]	[illegible]	3 50
Santaquin	11 [illegible]	3 [illegible]	3 75
Mona	11 [illegible]	3 [illegible]	4 35
Nephi	11 50	4 [illegible]	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 05	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 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 50	3 00
Pleasant Grove	4 12	1 40	3 55
American Fork	4 24	1 55	3 70
Lehi	4 40	2 20	3 85
Draper	5 05	2 50	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 05	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 05
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

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.	Fares.
TRAINS LEAVE	A. M.		
Deseret	7 00		
Riverside	7 45	[illegible]	
Lemmington	9 15	[illegible]	1 [illegible]
Mills	10 35	[illegible]	2 [illegible]
ARRIVE AT			
Juab	11 20	60	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	
Lemmington	3 [illegible]	25	1 [illegible]
Riverside	[illegible]	48	[illegible]
ARRIVE AT			
Deseret	5 50	58	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.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.

Daily	10.30 a.m.
Mixed	6.00 p.m.
Freight	3.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	5.40 p.m.
Freight	3.15 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.

H. H. CLARK, Gen. Supt.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R. R. 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 Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 3.00 p. m; New York 6.45 p. m; Boston 6.15 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 3.52 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.00 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.

SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, *Fast Points Broad Points* 1-2-5-8-15 3-16-18 and will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.

Henry's Carbolic Salve allays the pain of burns.

Henry's Carbolic Salve cures all eruptions.

Henry's Carbolic Salve heals pimples and blotches.

Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other. BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

JOHN F. HENRY, CURRAN & CO., SOLE PROPRIETORS, 24 College Place, New York.

EVENING NEWS.

Monday, - - February 16, 1880.

AMERICAN ANTIQUITIES.

REMARKABLE DISCOVERY IN A CAVE IN OHIO.

"THERE WERE GIANTS IN THOSE DAYS."

The Ohio Valley, and this immediate section in particular, is rich in the remains of that wonderful historic race, the evidences of whose civilization have been perpetuated in those curious pieces of engineering from which we derive the euphonious name "Mound-builders," given them by archæologists. Within the past few days wonderful discoveries have been made in this vicinity, which open up a new chapter in the history of this remarkable race, and throw much light upon their manner of living, their social nature and their physical character. In different sections of the world, at different periods of its history, there have been found the remains of enormous fauna and flora, and of a gigantic race of men. So rare and far apart have been these discoveries, however, that we have looked upon historical accounts of them as cleverly constructed pieces of fiction and been loth to believe that there ever existed a race of men able to do battle with the savage mastadon or the fierce mega therium. It remains for Adams County to come foreward with a startling confirmation of the Scriptural text, "And there were giants in those days." For in Adams County have been found not only the bones of a gigantic race of men, but their implements of warfare and husbandry, and excellently preserved specimens of their art in sculpture, painting, engraving and writing. Whether these prehistoric giants had a hand in the erection of those splendidly designed and durably constructed pieces of engineering which stretch across the country from the head waters of the Ohio to the mouth of the Rio Grande, there to commingle with a similar chain of roads, mounds and fortifications coming down the Pacific slope and continue on through Mexico, Central America, and the South American States, to be finally lost in the unexplored barrens of Patagonia, will be left for the solution of a wiser head than your correspondent possesses. He simply relates the facts; the scientists may build thereon the theories. In conversation with some of the oldest citizens of this county, I have been enabled to learn the date of the discovery of a cave on the old Smith farm in Tiffin township. Its existence was proven to the earliest settlers, and they probably learned of it from the Indians. For years it has been a place of resort for the curious and was always esteemed a great natural curiosity. The Smith farm is on the Portsmouth pike, between 15 and 16 miles northeast of here. The farm is now owned by Samuel Grooms, and is a fertile, well cultivated body of land. About one mile from the pike is a level plateau of 200 odd acres, surrounded on all sides by lofty hills. As you near the mouth of the cave there is a gradual depression of the ground on every side, forming what, in the local nomenclature is denominated a "sink hole," at the bottom of this circular basin is a hole three feet in diameter and about 25 feet in depth, at which distance from the top of the ground you strike the floor of the first chamber. In the cave, a dry cavern, 30 x 20 feet, with smooth floor, roof and walls of freestone. Crossing the room you enter a corridor five feet wide connecting it with another chamber, smaller than the first, and this in turn is connected with a third chamber by a similar corridor. The third room is about the size of the first, but has a lofty arched dome, and the walls, floor and roof are of limestone. Through this rock water has oozed for countless ages, and formed thousands of glistening stalactites and stalagmites. Nowhere else in the cave do you find the limestone cropping out, and nowhere else do you find these slow-growing formations. To gain access to the fourth chamber it is necessary to climb a steep bank and press through a narrow fissure in the rock. In one corner of this chamber is an elevation, which, when surmounted, discloses a yawning well, with a mouth ten feet in diameter, and of unknown depth. Apply your ear to the edge of the well and you can hear the hollow roaring of a stream of water hundreds of feet below. Beyond this chamber are five others connected by narrow galleries. The cave comes to an end against a perpendicular wall of solid rock in the ninth chamber and about 500 yards from its mouth. The floors of all the chambers except the one where the limestone crops out, are dry. All the chambers are mathematically regular in shape except this one. They differ in length, but are all of the same width and height. It is a romantic place for a picnic, and has been given up to such rural festivities for years. Every corner of the cave has been thoroughly explored a thousand times, and the walls of the limestone chamber are covered with the names of visitors and the date of their visit. One, high upon the wall, reads, "Von Brady, 1709." Von Brady was a pioneer Indian fighter and hunter, who came here in advance of the "Ohio Company," in 1786. He was a daring man, and had sent many of the red men to their "happy hunting grounds." A few days ago a party of gentlemen visited the cave, provided with a plentiful supply of lanterns, ropes, and tools, for the purpose of exploring the mysterious well. The following were the gentlemen composing the party: M. R. Brittingham and Andrew Long, leading Manchester merchants; Ernest T. Kirker, one of the editors of the Manchester *Independent*; S. Newton Griffiths, of the Adams County bar; Samuel Grooms, the owner of the cave, and the *Commercial* correspondent. Arrived at the cave, it was thoroughly explored, and then a rope ladder, 100 feet in length, with which we had provided ourselves before starting out, was lowered down the well, and Mr. Kirker headed the exploration. When about 50 feet from the top of the well, he called out to the party above to come down. We hastily descended to find our friend standing at the entrance of a narrow gallery leading out from the well. This gallery led back a considerable distance and got wider, debouching finally into a spacious chamber. The distance from the mouth of the well to the top of the gallery is 47 feet. From the roof of the gallery to the floor is 10 feet 6 inches. At its mouth it measures 5 feet 4 inches in width. The gallery is straight, 50 feet long, has a gradual descent, and where it enters the main chamber is 25 feet in width. The chamber is 225 feet long, 110 feet wide, and 24 feet high. The roof, floor and walls of both the gallery and chamber are smoothly finished. In the centre of this chamber is a sarcophagus and mausoleum combined. The mausoleum measures at its base 55 by 35 feet. It is of simple though wonderful design, and carved out of the solid rock. Its base is panneled on all sides, these panels containing bas-reliefs, which are supposed to illustrate the four seasons in man's life—childhood, youth, manhood and old age. At the ends of the bas-reliefs are tablets full of written characters, resembling the Hebrew, presumed to be memoriams of the person or persons in whose honor the mausoleum is erected. The carving on the bas-reliefs is of the most delicate description, and fully equal to the Grecian school of sculpture. The limits of a newspaper article will not suffice to fitly describe them. From the floor to the top of the base is six feet. The base is hollowed out at the four corners, and these excavations are covered with slabs of freestone, accurately fitted and so firmly cemented that a cold chisel struck with a heavy hammer made little or no impression on the cement. They are of uniform size, measuring five by twelve feet. In the centre of the mausoleum rises a couch two feet five inches in height, twelve feet in length, and five feet in width. On the couch is extended the figure of a man. It is probably of life size, and measures nine feet four inches in length. The limbs are finely proportioned and disposed in an easy and graceful manner. The arms are folded across the breast, and the fingers clasp a bunch of leaves resembling the oak, reproduced with such a fidelity to nature that they look like petrifactions. Every vein and serration of the leaf is perfect. The figure is partially nude, a mantle or scarf crossing the breast and folding over the loins in graceful folds. The face is strong and robust in outline, and the contour of the features is decidedly Israelitish. The head is covered with a winged cap or helmet. At each corner of the couch is a vase, four feet five inches high, covered with beautifully carved flowers and leaves. Each vase is in shape something like an amphora, except that the bottom is flat and the handles affixed to the body of the vase. The neck is thirteen inches in length and tapers gradually and gracefully. The vases are of uniform size, although the carved designs are different. They measure in circumference four feet five inches. Suspended from the roof by delicate copper rods, directly over the head of the recumbent figure, is a copper lamp of unique design, elegantly chased. At each corner of the mausoleum rises a carved pyramidal column, surmounted by caps that are unmistakeably Doric. On two sides of the room are toombs of humbler design. They are side by side, of uniform size, and twenty in number, ten on each side. Like the mausoleum, they are carved out of the solid rock, and embellished with bas-reliefs. Their dimensions are as follows: Length, twelve feet; width five feet; heighth, five feet. The tops are covered with slabs securely cemented. On the front of each is a raised scroll, covered with written characters similar to those on the mausoleum. On the wall of the room opposite the entrance are painted twenty-five faces, no doubt portraits of those whose bones lie in the tombs. They are faded and blurred, but still distinct enough to be deciphered. The colors used are red, yellow, black and white, and were evidently laid on with oil. The portraits are executed in a superior manner, and the anatomical proportion of the features is preserved to an exact degree. After our first astonishment over the wonderful discoveries had in a measure subsided, we seized the tools and set to work to open one of the tombs. It was no easy task. Our chisels would not cut the cement which held the slab in place, and we were at last forced to batter the tomb to pieces. The walls were thin and a few blows of a heavy sledge hammer shattered the freestone to atoms. To our great surprise there lay before us, not a few handfuls of crumbling dust, but a splendidly preserved mummy, swathed in cloth covered with a thick varnish, which emitted a pleasant aromatic odor not unlike balsam of fir. The mummy measured nine feet one inch in length, and the cloth in which it was wrapped, although of coarse texture, was skillfully woven. One of the party cut the wrappings from the face, but did it so clumsily that the head crumbled into dust. Portions of the hair remained sticking to the cloth and your correspondent bought some of it away with him. It is black, curly, and of a fine texture. Besides the body of the giant the tomb contained a spear-head, a hatchet, two lances, three mattocks or hoes, a spade, a cup, two plates and a small urn, all of copper. I appropriated one of the lances and the cup as souvenirs. These wonderful people understood the secret of hardening copper, for an ordinary file will barely scratch the lance, and the edge of a cold chisel turns up like lead when struck against it. The cup is of softer metal, and beautifully engraved with trailing vines and wreaths. A square package at the head of the tomb, wrapped in the varnished cloth, was opened and found to contain a book of one hundred leaves of thin copper, fastened loosely at the top, and crowded with finely engraved characters similar to those already described. Lack of time and the total inefficiency of our tools prevented us from making further investigations, but when we ascended the well, we could plainly discern works of the sharp cutting tools used in excavating the cave. In the first two chambers, and the last five, we had noticed many curious blocks of stone shaped like tables or benches, and presumed them to be of natural origin. Later examination revealed the mark of chisel and pick, and these agents were undoubtedly used to fashion the entire cavern. The regularity of the limestone chamber is due to natural causes. In all probability the room was dry when the wonderful people who designed and built it were alive. The stalactites and stalagmites have formed since. I measured one of the largest of the former. It was five feet six and one-half inches from base to apex. Allowing that it lengthened at the rate of one inch every fifty years, which a geological friend tells me is very rapid growth, it would have been 3,325 years reaching its present length. Conjecture alone can fix the date of the last occupancy of the cave. It must have been years before the stalactites began to form. I examined the mouth of the cave and discovered traces of a stairway which once led to the surface of the ground. Indeed, I found broken fragments of rock which, five or six thousand years ago, were undoubtedly parts of a broad staircase. There were also traces of a stairway which wound around the sides of the well, affording easy entrance to the lower cavern. The upper cave must have been the cellar of a residence built above ground, and used for domestic purposes or as a place of retreat in time of danger. Mr. Grooms intends to open all the tombs and the great mausoleum, arrange convenient means of entrance to the cave, and throw it open to the general public, charging a small price of admission to reimburse him. Several parties have visited it since the discovery of the lower cavern, and all are impressed with the wonderful character of the discoveries. Mr. Grooms is anxious to have a scientist examine the cave, and at his request a description of the discoveries, together with the engraved book, have been forwarded to the Smithsonian Institution.—*Cincinnati Commercial.*

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CARPETS ALWAYS ON HAND FOR SALE.

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IT TREATS UPON HEALTH, HYGIENE, and Physical Culture, and is a complete encyclopedia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receives attention in its pages: and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

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