

LOCAL AND OTHER MATTERS.

PRESIDENT AND PARTY.—By telegram from President George A. Smith, per Deseret Telegraph Line, we learn that the President and party left Provo at noon on Friday last, and reached Payson at half-past three o'clock. A meeting of the Saints was held in the evening, which was addressed by Elder Joseph F. Smith and Presidents Joseph Young and George A. Smith. President Young made a few remarks at the close, blessed the people and dismissed the meeting by prayer. The meeting house was full.

On Saturday morning at nine o'clock the party left Payson, reached Nephi at about two o'clock, and attended the School of the Prophets. Presidents B. Young and G. A. Smith and Elder Joseph F. Smith making addresses to the assembled Elders on that occasion. In the evening there was a crowded meeting of Saints, which was addressed by Elders Willford Woodruff, Joseph F. Smith, and Presidents Joseph and Brigham Young.

Up to Saturday evening the party had held thirteen meetings from the time of their departure from this city on Wednesday morning.

On Sunday morning at nine o'clock they left Nephi and held meetings at Fountain Green at noon, at which addresses were made by Presidents Brigham Young and Geo. A. Smith, and by Elders W. Woodruff, Orson Pratt, Horace S. Eledge, President Joseph Young, and Elder Joseph F. Smith. After meeting the party drove to Moroni in the rain; a crowded meeting was addressed in the evening at six by Presidents Joseph Young and George A. Smith, Elder W. Woodruff and President B. Young.

They left Moroni for Fairview at half-past nine this morning.

SABBATH MEETINGS.—In the morning Elders Henry Woodmansee, Edmund Eledge, Alonzo Hyde and Robert Dye, returned missionaries, addressed the congregation, giving some account of their missionary labors and experience while abroad. They were followed by Elder Geo. Q. Cannon, who very briefly referred to his early missionary efforts on the Sandwich Islands.

In the afternoon Elder John Taylor addressed the congregation, showing the difference between the religion of the latter-day Saints and the sectarian world; the former possessing the life, vitality and continual inspiration of revelation direct from God; the latter is unprogressive, being the same now as fifty or sixty years ago and totally unfit to satisfy the wants and cravings of the necessities of intelligent beings destined to live for ever.

THEATRICAL.—On Saturday evening the performance at the Theatre, consisting of "Kathleen Mavourneen" and "Sixteen-String Jack," seemed to give great satisfaction to a tolerably large audience.

To-night "Fanchon the Cricketer" will be presented. This is a very beautiful play, and is the first in which Mr. and Mrs. Stone appeared before a Salt Lake audience.

On and after this date the doors of the Theatre will open at half-past six; the performance will commence at seven.

FATAL ACCIDENT.—On Thursday afternoon last, as a freight train on the Union Pacific Railroad was going West, it came into collision with a construction train coming East, about two miles east of the Promontory. Several of the men on the construction train were badly injured, but only one fatally—a young man named Henry Case, a resident of the 8th Ward of this city, who was severely fractured about the head and neck and one of his hands; his leg was also broken in three places. He was taken to the Promontory station where he died at half-past six on Friday evening. His body was brought in town on Saturday, under the care of his brother, at midnight, and buried to-day at 11 o'clock a. m.

Deceased was twenty-six years of age and immigrated from Winslow, Somersetshire, England, last fall.

We are told that the unfortunate young man had only been working on the railroad three weeks previous to the accident.

Mill. Star, please copy.

THE EMIGRATION.—The Millennial Star speaking of this seasons emigration says: "During the present season a trifle more than 2,300 Saints have emigrated from this port, (Liverpool) of whom about 650 were from Scandinavia, a few others were from the Continent, and thirty nine were Elders returning from their missions. Of the above the Minnesota has carried four companies, the Colorado one, and the Manhattan one."

SEXTON'S REPORT.—The Sexton's report for October, 1899: Males 32, females 31, of those, adults 17, children 46. Causes of death as reported: Bowel complaints 30, fevers 6, consumption 5, inflammation 3, cancer 3, child-bed 3, killed accidentally 3, infirmity 2, paralysis 2, died at birth 1, erysipelas 1, heart disease 1. Total interments 63. Jos. E. TAYLOR, sexton.

FIRE IN THE TENTH WARD.—On Saturday evening, about 9 o'clock, a fire was discovered in the stock yard of Mr. George Spiers, in the 10th Ward, and despite the efforts to extinguish it, about sixty dollars worth of hay were destroyed. Mr. Spiers suspects that it was the work of an incendiary.

BOOKS RECEIVED.—We have received a copy each of "The Young Debater and Chairman's Assistant," and the [American Housewife and Kitchen Directory," published by Messrs. Dick & Fitzgerald, of New York City. The former work, by an ex-member of the Philadelphia bar, contains rules for the formation of and the proper method of conducting societies, clubs, conventions, celebrations, etc., and also how to compose resolutions, reports, petitions, etc., etc.

"The American Housewife" contains a large and excellent collection of receipts in all branches of the cook and confectioner's art. Both works are excellent and are published at the very low price of thirty cents each.

INFORMATION WANTED by Edwin Davies, Asterly, near Ministerley, Shropshire, England, of the whereabouts of Thomas Davies, who emigrated from near Pool Quay, Montgomeryshire, Wales, to Utah, about 1848.

Prominent Fenians in New York say the recent scare in Canada was caused by the report of two British spies who were in New York last week. The Fenians knew their chances and talked in their presence of an immediate movement upon the Canadian frontier.

RETAIL DRY GOODS DEPARTMENT.

JUST RECEIVED

A Choice Assortment of

LADIES' FURS!

IN PRICES TO SUIT.

An Immense Lot of California Blankets! AND FLANNELS.

THE NEWEST STYLES OF Fall & Winter DRESS GOODS

JUST RECEIVED.

Call and See for Yourself.

JUST RECEIVED

A Lot of these very fine

DOUBLE WOOLEN SHAWLS

200 pieces celebrated

Pique and Dark Fancy DELAINES.

35c. per Yard.

IN A FEW DAYS

A large invoice of the

STERLING COTTON!

Which has been tested and

Pronounced "Superior."

DRESS FLANNEL GOODS

At very Low Figures.

H. B. CLAWSON,

J. K. CHANDLER, GEN'L SUP.

UTAH.

Post-Office Department,

Washington, Sep. 30, 1899.

PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of March 14, 1899, for conveying the mails of the United States from July 1, 1899 to June 30, 1899, in the Territory of Utah, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by March 14, 1899

Number 18991 From Salt Lake City, by Big Cottonwood, Union, Draper, Lehi City, American Fork, Pleasant Grove, Provo City, Springville, Payson, Santaquin, Mena, Salt Creek, Richfield, Hatch, Tropic, Hildale, and Holden, to Fillmore City, 150 miles and back; six times a week to Provo City; three times a week the residue.

Leave Provo City Monday, Wednesday and Friday at 8 a. m.;
Arrive at Fillmore City Wednesday, Friday and Sunday at 8 a. m.;
Leave Fillmore City Monday, Wednesday and Friday at 11 p. m.;
Arrive at Provo City Tuesday, Friday and Sunday at 11 p. m.;
Leave Salt Lake City daily, except Sunday, at 8 a. m.;
Arrive at Provo City by 11 p. m.;
Leave Provo City daily, except Sunday, at 8 a. m.;
Arrive at Salt Lake City by 11 p. m.

18992 From Salt Lake City, by West Jordan, to Herriman, 20 miles and back, once a week.

Leave Salt Lake City Thursday at 6 a. m.;
Arrive at Herriman by 12 m.;
Leave Herriman Thursday at 1 p. m.;
Arrive at Salt Lake City by 7 p. m.

18993 From Brigham City, by Wellsville, Paradise, Hyrum, Milford, Provo, Logan, Hyde Park, Smithfield and Richmond, to Franklin, 55 miles and back, twice a week.

Leave Brigham City Tuesday and Friday at 12 m.;
Arrive at Franklin next days by 2 p. m.;
Leave Franklin Wednesday and Saturday at 3 p. m.;
Arrive at Brigham City next days by 6 p. m.

18994 From Ogden City to Huntsville, 15 miles and back, once a week.

Leave Ogden City Wednesday and Saturday at 8 a. m.;
Arrive at Huntsville by 12 m.;
Leave Huntsville Wednesday and Saturday at 1 p. m.;
Arrive at Ogden City by 7 p. m.

18995 From Ogden City to North Ogden, 7 miles and back, twice a week.

Leave Ogden City Monday and Thursday at 3 p. m.;
Arrive at North Ogden by 5 p. m.;
Leave North Ogden Monday and Thursday at 11 a. m.;
Arrive at Ogden City by 1 p. m.

18996 From Ogden City, by Lynne and Sistersville, to Plain City, 10 miles and back, twice a week.

Leave Ogden City Tuesday and Friday at 4 p. m.;
Arrive at Plain City by 7 p. m.;
Leave Plain City Tuesday and Friday at 12 m.;
Arrive at Ogden City by 3 p. m.

18997 From Wellsville to Mendon, 6 miles and back, once a week.

Leave Wellsville Monday at 9 a. m.;
Arrive at Mendon by 12 m.;
Leave Mendon Monday at 1 p. m.;
Arrive at Wellsville by 4 p. m.

18998 From Franklin to Hot Springs, 85 miles and back, once a week.

Bidders to propose schedule of departures and arrivals.

18999 From Alpine City to American Fork, 6 miles and back, once a week.

Leave Alpine City Thursday at 1 p. m.;
Arrive at American Fork by 3 p. m.;
Leave American Fork Thursday at 3 p. m.;
Arrive at Alpine City by 6 p. m.

19000 From Salt Creek, by Spanish Fork, Canon, Mountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, Maun, to Cedar City, 87 miles and back, twice a week.

Leave Salt Creek Monday and Wednesday at 6 a. m.;
Arrive at Gunnison next days by 6 p. m.;
Leave Gunnison Wednesday and Friday at 6 a. m.;
Arrive at Salt Creek next days by 6 p. m.

19001 From Fillmore City, by Meadow, Kanab, Beaver, Panguitch, Parowan and Summit, to Cedar City, 125 miles and back, twice a week.

Leave Fillmore City Monday and Thursday at 6 a. m.;
Arrive at Cedar City Wednesday and Saturday at 8 p. m.;
Leave Cedar City Thursday and Monday at 6 a. m.;
Arrive at Fillmore City Saturday and Wednesday by 8 p. m.

19002 From Fillmore City to Deseret, 30 miles and back, once a week.

Leave Fillmore City Monday at 8 a. m.;
Arrive at Deseret by 1 p. m.;
Leave Deseret Tuesday at 8 a. m.;
Arrive at Fillmore City by 4 p. m.

19003 From Cedar City, by Kanab, Helix, Tropic, Hatch, Richfield, and Washington, to St. George, 65 miles and back, twice a week.

Leave Cedar City Monday and Thursday at 6 a. m.;
Arrive at Santa Clara Wednesday and Saturday by 2 p. m.;
Leave Santa Clara Monday and Thursday at 6 a. m.;
Arrive at Cedar City Wednesday and Saturday by 6 p. m.

19004 From Cedar City, by Pinto, Pine Valley, and Barney, to St. George, 30 miles and back, once a week.

Leave Cedar City Monday at 8 a. m.;
Arrive at St. George Wednesday by 6 p. m.;
Leave St. George Thursday at 8 a. m.;
Arrive at Cedar City by 7 p. m.

Bids for twice-a-week service invited.

19005 From Toquerville, by Virgin City, Dunsmuir, Richfield, Hatch, and Rockville, to Springdale, 25 miles and back, once a week.

Leave Toquerville Friday at 8 a. m.;
Arrive at Springdale Saturday at 8 a. m.;
Arrive at Toquerville by 5 p. m.

19006 From Toquerville, by Severe Valley, (local), and Fort Gunnison, (local), to St. George, 25 miles and back, once a week.

Leave Toquerville Monday at 8 a. m.;
Arrive at St. George Friday by 7 p. m.;
Leave St. George Monday at 7 a. m.;
Arrive at Toquerville by 7 p. m.

19007 From Logan to Oxford, (local), 22 miles and back, once a week.

Leave Logan Monday at 7 a. m.;
Arrive at Oxford by 5 p. m.;
Leave Oxford Wednesday at 7 a. m.;
Arrive at Logan by 5 p. m.

19008 From Huntsville to Bennington, 20 miles and back, once a week.

Leave Huntsville Monday at 6 a. m.;
Arrive at Bennington by 12 m.;
Leave Bennington Monday at 1 p. m.;
Arrive at Huntsville by 7 p. m.

19009 From Logan to Wadsworth, (local), 25 miles and back, once a week.

Leave Logan Monday at 7 a. m.;
Arrive at Wadsworth by 5 p. m.;
Leave Wadsworth Monday at 6 a. m.;
Arrive at Logan by 5 p. m.

19010 From Provo City, by Midway, Heber, Kamas, Panguitch, Hatch, and Richfield, to Echo City, 35 miles and back, once a week.

Leave Provo City Monday at 6 a. m.;
Arrive at Heber next day by 5 p. m.;
Leave Heber Tuesday at 6 a. m.;
Arrive at Provo City by 5 p. m.

19011 From Provo City, by Midway, Heber, Kamas, Panguitch, Hatch, and Richfield, to Echo City, 35 miles and back, once a week.

Leave Provo City Monday at 6 a. m.;
Arrive at Heber next day by 5 p. m.;
Leave Heber Tuesday at 6 a. m.;
Arrive at Provo City by 5 p. m.

19012 From Toquerville to Grantsville, 11 miles and back, once a week.

Leave Toquerville Thursday at 1 p. m.;
Arrive at Grantsville by 4 p. m.;
Leave Grantsville Thursday at 4 p. m.;
Arrive at Toquerville by 7 p. m.

INSTRUCTIONS TO BIDDERS AND POSTMASTERS.

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for accepting the mail; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail pouches.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the post offices of the Post-Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. Railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them; are to be conveyed without charge; and for the use of the United States agents a commodious car, or part of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and due security of the mails, is to be provided by the contractor, under the direction of the Department.

4. Railroad and steamboat companies are required to take the mail from, and deliver it into, the post office at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies for the performance of all other side service, that is, for offices over eighty rods from a station or landing.

There will be "way bills" prepared by postmasters, or other agents of the Department, to accompany the mails conveyed on railroad and steamboat lines, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.

5. No pay will be made for trips not performed for each of such routes, in the trip will be deducted, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with departing mail, not sufficiently exacted, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof, and the importance of the mail, may be made.

6. For leaving behind or throwing off the mail, or for neglecting to deliver the mail, or for being concerned in setting up or in an express conveying mail, or for getting in advance of the mail, a quarter's pay may be deducted.

7. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to deliver the mail, or for delivering it into a post office, for suffering it to be wet, injured, destroyed, robbed, or for refusing to refund on demand to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

8. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or for neglecting to deliver the mail, or for refusing to discharge a carrier when required by the Department to do so; for running an express, or for conveying passengers, or for conveying other freight, or for conveying mail matter out of the mail.

9. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster General may, in his judgment, suspend or curtail the service, or in part, in order to place on the route superior service, or whenever the public interests, in his judgment, require such action. He may, however, as full indemnity to contractor one month's extra pay, the amount of service rendered, and a pro rata compensation for the amount of service retained and continued.

10. Payments will be made by collections from contractors, or postmasters, or otherwise, the expiration of each quarter—say in November, February, May, and August.

11. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points are as shown, are correctly stated. Bidders must refer themselves to the gold and also in reference to the weight of the mail, the condition of roads, hills, streams, etc., and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such causes, can be considered, or the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing the cost of service, occurring after the contract terms. Offices established after this advertisement is issued, and also during the contract term, are to be included without extra pay, if the distance be not increased.

12. Bidders are cautioned to mail their proposals in time to reach the Department by the first of March, 1899, at 12 m. Bids for bids received after that time will not be considered in competition with a bid of tendered before that time. Neither bids will be considered which are without the guarantees required by law and a certificate of the satisfaction of the Department.

13. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, for extra pay for different routes, and if the extra pay be the lowest offered for the advertised service, the other proposals may be considered.

14. There should be but one route bid for in a proposal. Consolidated or combination bids ("proposing one sum for two or more routes") are forbidden by law, and cannot be considered.

15. The route, the service, the yearly pay, the mode and means of the service, the number of usual post office addresses, and the name of each member of a firm, where a company offers, should be distinctly stated.

16. The bids are to be sealed, and, as far as practicable, the printed proposals furnished by the Department, to write out in full the sum of their bids, and to retain copies of them. The bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be considered, and the bidder will be held to the contract for the last day for receiving proposals.

17. Each bid must be guaranteed by two responsible persons. The bid and guarantee should be shown plainly with the full name of each person.

18. The Department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors or others. (Act of Oct. 3, 1879, section 24.)

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72. The Department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors or others. (Act of Oct. 3, 1879, section 24.)

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CHEAP AND GOOD BOARDING HOUSE

If you want a comfortable Boarding House, go to the ELEPHANT CORRAL HOUSE, Salt Lake City, Utah, Oct. 25, 1899. JAMES ROBERTS, Proprietor.