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 & THE WEST!

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

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

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 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.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. 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, Kansas City, 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 L. S. & M. S., and P., Ft. W. & C. R. Rds.
At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.
At LA SALLE, with Ill. Cent. R. R.
At PEORIA, with P. P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.
At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.
At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.
At WEST LIBERTY, with the B., C. R. & N. R. R.
At GRINNELL, with Central Iowa R. R.
At DES MOINES, with D. M. & F. D. R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with B., C. R. & N. R. R.
At OTTUMWA, with Central Iowa R. R.; W. St. L. & Pac. and C. B. & Q. R. Rds.
At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.
At CAMERON, with H. St. J. R. R.
At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.
At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.
At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, 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.

C AND N-W RAILWAY

—THE—

Chicago & North-Western RAILWAY

Is the Oldest! Best Constructed! Best Equipped! and hence the

LEADING RAILWAY

—OF THE—

WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS —AND— CHICAGO, MILWAUKEE

And all points East, such as *Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.*

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS Are run on all through trains of this road.

It is the Only Road between COUNCIL BLUFFS and CHICAGO Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the Best Traveling Accommodations you will buy your Tickets by this route. *AND WILL TAKE NONE OTHER.*

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2d V. P. and Gen'l Mang'r, Chicago.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Aply at this office.
One 800-lb. Platform Scale. Apply at this office. d85

T. LATIMER, G. ROMNEY,
G. H. TAYLOR, F. ARMSTRONG.

LUMBER YARD —AND— PLANING MILL!

Reduction in Prices!

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

SHINGLES.

Red and White Rustic, Ceiling, Siding, Lath, Pickets, Flooring,

SASH, DOORS, BLINDS, —AND— Mouldings in Great Variety

Frames of all Kinds Made to Order Very Cheap!

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufactories in CAR LOAD LOTS, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

WOOD TURNING OF ALL KINDS.

LATIMER, TAYLOR & CO., ONE BLOCK EAST OF DEPOT.

U. P. R. R.

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

LEAVE.

Daily ... 10.30 a.m.
Mixed ... 5.00 p.m.
Freight ... 3.30 a.m.

ARRIVE.

Daily Express ... 6.15 p.m.
Mixed ... 6.40 p.m.
Freight ... 2.15 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 & 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 McCormick & 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, General Ticket Agent, Omaha.
C. H. CLARK, Gen'l Superintendent.

UTAH CENTRAL RAILROAD

PIONEER LINE OF UTAH.

To take Effect January 26th, 1881.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	50
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 25
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 20	7 10	1 00
Farmington	10 40	7 30	1 25
Centreville	10 55	7 45	1 50
*Wood's Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 3.30 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 5.55 p.m., arriving in Ogden at 8.30 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	7 30	
Morgan	[illegible]	[illegible]	[illegible]
Germania	[illegible]	[illegible]	[illegible]
Lovendahls	[illegible]	[illegible]	[illegible]
Junction	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Sandy	[illegible]	[illegible]	[illegible]
LEAVE			
Sandy	[illegible]	[illegible]	[illegible]
Draper	[illegible]	[illegible]	[illegible]
Lehi	[illegible]	[illegible]	[illegible]
American Fork	[illegible]	[illegible]	[illegible]
Pleasant Grove	[illegible]	[illegible]	[illegible]
Provo	[illegible]	[illegible]	[illegible]
Springville	[illegible]	[illegible]	[illegible]
Spanish Fork	[illegible]	[illegible]	[illegible]
Payson	[illegible]	[illegible]	[illegible]
Santaquin	[illegible]	[illegible]	[illegible]
Starr	[illegible]	[illegible]	[illegible]
Nephi	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Juab	[illegible]	[illegible]	[illegible]

GOING NORTH.

NAME OF STATION.	No. 2	No. 4	Fare.
TRAINS LEAVE			
Juab	[illegible]	[illegible]	[illegible]
Nephi	[illegible]	[illegible]	[illegible]
Starr	[illegible]	[illegible]	[illegible]
Santaquin	[illegible]	[illegible]	[illegible]
Payson	[illegible]	[illegible]	[illegible]
Spanish Fork	[illegible]	[illegible]	[illegible]
Springville	[illegible]	[illegible]	[illegible]
Provo	[illegible]	[illegible]	[illegible]
Pleasant Grove	[illegible]	[illegible]	[illegible]
American Fork	[illegible]	[illegible]	[illegible]
Lehi	[illegible]	[illegible]	[illegible]
Draper	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Sandy	[illegible]	[illegible]	[illegible]
LEAVE			
Sandy	[illegible]	[illegible]	[illegible]
Junction	[illegible]	[illegible]	[illegible]
Lovendahls	[illegible]	[illegible]	[illegible]
Germania	[illegible]	[illegible]	[illegible]
Morgan	[illegible]	[illegible]	[illegible]
ARRIVE AT			
Salt Lake	[illegible]	[illegible]	[illegible]

Nos. 1 and 2 will be run Daily.
Nos. 3 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight & Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	95	5 00
Mills	11 20	113	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	8	50
Lemmington	3 00	26	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 30	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.
JAMES SHARP, General Freight and Ticket Agent.

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 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 5.30 p.m.; Washington 9.00 p.m. next day.

5.15 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 Sunday. *With Drawing Room Sleeping Car.* Reaches Pittsburg [illegible]; Harrisburg [illegible]; Baltimore [illegible]; Washington [illegible]; Philadelphia [illegible]; New York [illegible]; Boston [illegible]. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal offices in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, General Passenger and Ticket Agent, CHICAGO.

GEO. F. GRAFTON, HENRY B. LADD,
HALBERT E. PAINE,
Late Commissioner of Patents.

PATENTS.

PAINE, GRAFTON & LADD, *Attorneys-at-Law and Solicitors of American and Foreign Patents.*

412 Fifth Street, WASHINGTON, D. C.

Practice patent law in all its branches in the Patent Office, and in the Supreme and Circuit Courts of the United States. Pamphlet sent free on receipt of stamp for postage.

CASH.

CASH PAID FOR CLEAN, ALL-[illegible] Rags, delivered at this Office.

TUTT'S PILLS

[illegible]S AN ANTI-BILIOUS MEDICINE.

[illegible] incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the DIGESTIVE ORGANS, create perfect digestion and regular movement of the bowels.

AS AN ANTI-MALARIAL they have no equal; acting as a preventive and cure for Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

DYSPEPSIA.

It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acts so speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN is NOURISHED, and the BODY ROBUST. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

Price 25c. 35 Murray St., N. Y.

TUTT'S HAIR DYE

GRAY HAIR OR WHISKERS changed to a GLOSSY BLACK by a single application of this DYE. It imparts a Natural Color, and acts instantaneously. [illegible] Office, 35 Murray St., New York.

DR. WM. HALL'S BALSAM FOR THE LUNGS.

Cures Consumption, Colds, Pneumonia, Influenza, Bronchial Difficulties, Bronchitis, Hoarseness, 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

Henry's Carbolic Salve heals burns.
Henry's Carbolic Salve cures sores.
Henry's Carbolic Salve allays pain.
Henry's Carbolic Salve cures eruptions.
Henry's Carbolic Salve heals pimples.
Henry's Carbolic Salve heals bruises.

Ask for Henry's and use no other.

BEWARE OF COUNTERFEITS.

Baker's Pain Panacea *FOR MAN AND BEAST.* For External and Internal Use. The Greatest Pain Reliever of the Age.

Edey's Carbolic Troches, A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *PLEASANT TO THE TASTE.*

Green's Oxygenated Bitters [illegible]

For Sale by all Druggists.

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

EVENING NEWS.

Thursday, - - May 5, 1881.

LIST OF LETTERS

REMAINING IN THE POST OFFICE AT Salt Lake City, May 5, 1881, which if not called for within one month, will be sent to the Dead Letter Office.

LADIES' LIST.

A
Anderson C 2
Ahlstrom L
Allen D
Askew M
Albrand M
Anderson S
B
Brower A
Blake C
Bennial J
Bringer M A
Brian M E
Booth M
Bishop S P
C
Cadmus Dr
Cable A
Cook Mrs
Chase C
Clark E M
Carson M J
D
Dye E H
Downs K
Day N
E
Edwards S D
Edholm C J
F
Fossthet T
Free P
Finch M B
Flyn K
Fredericksen A
M
Felton E
Felt E
Fackrell E J
H
Harlan L
Hardy L J
Hunter H

Hughes H
Holden E
Henderson D
Harlin L R
J
Jensen A W
K
Kay E
Kendall H
Kimball M
" P L
Knight M
L
Lewis E C
" H
Legenstrom L
Loomas L V
Lovitt R E
Little S A
M
McClury T A
Miller A E
Mason G
Merriweather J
Mikesell J
McNamaro Jr
Mullet R
Minckler M A
Miller V
N
Newman A
Neely J P
Newman M
O
Olsen K
Okeson M
Oglethorp M M
Orchard S
P
Parsons A
Peart E
Pinckard
Packson Mrs W

Pollard V
R
Rolto A
Reeder B
Robinson E
Madden H
Reiser M M
Rutherford R
Robinson S A
S
Sinclair A
Springer B P
Slilengen N
Smith F G
Sheets J A
Schank J P
Smith J B
Shimmin L
Smith M
Seaman N
Snow M A
Smith T U
T
Trig B
Thomine A
Thompson Mrs
Thomas C
Thompson Mrs
Thomstroff
Todman J A
Thomas L A
Tanston S M
W
Wood E
Webber E
Wright M
Walker M A
White S
Y
Youngberg O
Z
Zachcariason H

GENTLEMEN'S LIST.

A
And T Z
Adamson T
Anderson R
Arden S R
Abbott J
Armstrong J
C
Adkins E R
Adams B C
Archer A J
B
Brown W A
" H
" W
" J
Behan W J
Baker R
Baldwin J K
Blume H J
Ball J
Buxton J
Banderdason
J
Buxton J
Bodley H C
Bartlett H C
Bacon E
Brown H M
Bisazer C F
Beutener B T
Bird Mr
Bullock A W
Butterworth
Barnett Mr
C
Charles R
Chase S A
Cleve R
Christensen R
" J
N
Cation J
Coalman J
Crowell H C 3
Crosby H R
Carson H A
Coombs G
Cahoon A
D
Dugan W
Dangerfield T
Dunn R G & Co
3
Dahlgren L
Dalling M
Donaldson J
Daily H H
Dyer A
Durnford A J
2
E
Evans D W
" G
" Mr
Eaby J
Farl J W
Ebener H
Eaton A
Eargon C
F
Fairclough P
" J
Faull J
Farrington J
Freeman J
Folland H
Farleigh F
Fawcett W H
G
Graham W
George W
Garrard T
Grill P
Gray M P
Gunland N
Gardner A
H
Hall S
Handley P
Howcroft J
Hays J
Hoggan J M
Halverson J A
Hawkins J B
Hoggan J C
Hickinson J

Hedger G W
Hemingray H
C
Hillier E L
Houghton F
Hill M B
Higson C
Holcomb C
Hard J
Hardy C
I
Irvine R
J
Jackson W
Jack T
Jensen S
Johnson J
Judson J
Janson O
Joslin A
Jacobson A
Jacobs & Ledwin
K
Kimball J H
Kelly J
Knowlton E Q
Kalquist C
Keaton D D
Kay L
L
Lea W
Lindsay W
Lowe W W
Low T H
Lawlor P
Larson L J
Lamb J
Littlewood J
M
Livingston J
Lingren J
Lewis H
Lawes G M
Lucas G
Lundell M
Lane F M
Leaker D W
Lindberg C
Lambert C J
Larsen C
M
Makin W
Mathews W
Moss T 2
McCoy J L
McDonald G
McFarling J
Mcsay
Marroot T
Miller L
Morris N
Mott M
Mann T B
Mills J H
Mautupp J
Manning H
Madsen A
N
Neeley J P
Neibour I
Neal F
Norton C H
O
Olver P
Olsen P
" L
Osterman J
O'Toole J J
Oaksen H
Odd C
Oliver A
P
Phillips T Y
Palmer W
Pettegrew W
Peterson O
"
" N
" J C
Potter M E
Palmer M
Paul J
Price J R
Porter J E
Pitts J W & Co
Peterson J

Paddock G
Pritchard E L
Potter G
R
Richan W
Reynolds W
Rich F & Son
Rogers
Russell S
Ryan M J
Raddon J
Riddle J
Randall J
Russel J H
Richardson J P
2
Redman J
Richards J
Roberts G
Rode O
Rose H
Ryting E G
Richard Mr
Rogers O
S
Stevenson
H
Sharp W
Steers W
Shadd W
Sullivan T O
Shafer O
Strong J
Sadler J
Shipley J
Squires H
" J
Shuster J R
Swanton J
Stewart J
Shepherd G
Stevenson G
Sorace E
Salisbury F
Skonbye C
Sheets C F
Smedley B M
Steel B
Scott B H
Skipwith W
Solomon C E
T
Thacker W T
Thomassen O S
Thompson J W
Timpson E F
Thomas D
U
Upfield W
Ure R A
Udy J
Utah Law Library
V
Vincent T
" L
Vance J C
Vareo J
Valentine G
Vine
Varland A
Vahlert & Nitzger
Vincent Mr
W
Wightman W
Wells W P
Wells P
Walch L
Wickens J
Wardall J S
Westey J E
Wilson H A
Westworth W
E
Whittaker H
Wals H
Widman H B
Wooley G
Wrath E M
Woodward O
H
Wager C
Wilson C W
Watson A
Williams A D
Y
Young F H

Persons inquiring for the above letters are requested to state when advertised.

JOHN T. LYNCH, Postmaster.

KANSAS FRUIT TREES.

SALT LAKE CITY, Utah, May 3, 1881.

Editor Deseret News:

I have read in your paper complaints regarding the fruit trees brought on from Kansas last fall, especially from your correspondent at South Jordan, who says that at least 75 per cent. of the trees he planted out, and a large proportion of those set ought by his neighbors, have died. Now, while I do not believe we ought to run to extremes in the matter of importing fruit trees and plant of different kinds, I certainly think we should have as fine varieties in this Territory as can be procured, and raised here. It is frequently urged that our home nurserymen can supply the wants of the people, but surely they do not claim to have all the different kinds that can be obtained from the States or from Europe. That they are not sufficiently enterprising in the matter of advertising their wares is plain from the fact that those men from the East can come all the way from Kansas, under expenses, introduce and force on our people thousands of dollars' worth of their products, at prices which our nurserymen say are far in advance of theirs; hire men to deliver them, and return with a handsome sum on the profit side of the account.

Now I beg to differ with your correspondent above alluded to in regard to the per centage of loss in trees. That they come in good condition cannot be denied, also that they were promptly delivered and instructions given how to care for them. The few that I got from the firm laid in their sheds for two or three weeks, and I did not set them out until February of the present year, simply "heeling" them in for the winter, and now all are alive and doing well except one gooseberry bush. A neighbor of mine has a cherry tree from the same firm with several sprays of blossoms, and some other trees which he supposed were dead are shooting out from the main stem. I think if those who complain so much in the early spring would examine the trees now they would tell a different story. If their trees are dead the Kansas firm promised to supply others in their place, which I have no doubt they will do if properly notified. I am acquainted with a number of parties who got trees from Kansas, and with one exception all are perfectly satisfied, the exception being in the case of some strawberry plants, none of which are alive.

Respectfully,
C. DENNEY.

Poisonous Cosmetics.

At the recent meeting of the State Medical Society at Covington, Dr. J. W. Holland read an interesting paper on cosmetics and their effect on the system. The paper elicited considerable discussion, in which Dr. Holland, Dr. [illegible], and others [illegible]. The subject at present is exciting considerable interest among the medical fraternity, and it is a matter of great practical importance. As a *Post* reporter this morning talked with several practical chemists and some of the physicians who attended the convention, and learned the principal points brought out in the discussion and also some general facts about the sale of cosmetics in this city.

In the first place, it is an undoubted fact that lead poisoning can take place through the skin by cosmetics and hair lotions. In the second place, it is equally certain that the majority of the cosmetics in general use are composed largely of white lead. This substance, which is also used in white paints, is the most beautiful and effective which can be used on the complexion. It fills the pores of the skin, forming a smooth, soft, ivory-like complexion beautiful to look upon, but really a sign of insidious danger and disease.

Magnolia balm, Hall's hair renewer, "flake white," and the like, are all made with lead, and are consequently highly injurious. Their composition has been frequently exposed by chemists, and it is a wonder the public will use them. The effects of lead absorbed into the system from these lotions and hair dyes are sufficiently alarming to frighten the most devoted slave of fashion where she not ignorant of the danger she incurred by their use.

The lead affects the system in various ways and is often times so gradual and insidious in its attack on the health, that physicians are frequently unable to detect the cause of the trouble. It produces at first a smoothness and clearness of the skin, but afterwards a rough and unsightly complexion, a blue line about the gums, sallow cheeks and yellow eyes; rheumatism, colic, indigestion, neuralgia, "lead gout," are frequently disguised symptoms of lead poisoning. At last, when the use of the stuff is long continued, lead palsy ensues, the same disease which house-painters so much dread. The hands and arms become weak and lifeless, and drop at the wrists, the patients losing almost entire control over them. When a sufferer gets as far along as this, the physician is always able to diagnose the case properly, but the other symptoms cannot always point him to the real seat of the trouble, since the subtle poison affects different constitutions in different ways. A physician told the reporter that he had had cases where young ladies went into epileptic fits from the excessive use of cosmetics; when she stopped using them, her health returned. Another patient became delirious from the same cause. Every doctor can report a number of cases of poisoning by cosmetics which have come under his observation. So it appears that the matter is not one to be trifled with.

There are some cosmetics which do not contain lead, but they are not so popular, as they do not have such a brilliant effect. One of the very worst preparations is "Flake White," which consists of carbonate of lead in a very finely powdered form. Yet it is popular among the ladies, and the druggists here sell large quantities of it daily.

All these old established preparations have been exposed long ago. But perhaps the most dangerous lotions are those which are peddled about the streets and are claimed to be harmless. A chemist, whom the reporter saw this morning, had a specimen of a lily-white lotion prepared by a woman living in town, and peddled about from house to house, being extensively used by ladies.

"I'll put this powder in a test tube," said he, performing the experiment, "and on adding nitric acid you see it effervesces, which shows the stuff is a carbonate of some kind. Now putting a drop on this lump of potassium sulphide, you observe it turns dark brown, forming the sulphide of lead, which proves conclusively that the substance in the bottle contains carbonate of lead. This lotion is a very dangerous one. I understand that the daughter of the person who makes it was made very seriously ill with lead palsy from the use of this very lotion to improve her looks, and show the beautifying effect of the mixture. No one should ever use a hair dye or face lotion unless accompanied by a chemist's certificate that the mixture contains no lead."

The remark attributed to a doctor at the convention that Louisville ladies use more paint to the square inch than in any city in the country," was in reality not made there; it originated in a lively reportorial imagination. But perhaps it is not so very far from the truth. At any rate, the dangers attending the use of cosmetics are worthy the attention of all who are in the habit of employing them.—*Louisville Post.*

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