THE EVENING NEWS.

Wednesday, - - Sept. 2, 1874.

WHERE BABY-JOY COMES FROM.

As I sat by my study table,
With my sermon strewing the floor,
My little sixteen-months' darling,
Came full-sail through the study door.
He first bore away to the window,
Then veered to the bright hearth-stone;
But soon in the farthest corner
Cast anchor, all alone.

First he rattled the quills in my pen-box,
And then with the carpet he played;
Then he washed his hands in the sunshine,
And caught at the shadows they made.
One thing was as good as another,
For each gave a new surprise;
And the light of his childish gladness
Kept shining on out of his eyes.

As I wondered where all the joy came from
This thought fell from heaven on me:
That when God and a babe are together,
A little fountain of glee
Must needs bubble up in the child's heart,
Because those waters are given,
And ever renewed, by the joy tides
Of the great cheerful heart in heaven.

I had quite forgotten my sermon,
And my baby upon the floor
Was tearing the paper to pieces,
That was strewed from window to door;
But I knew that the thought he gave me
Was more than his hands could destroy—
For the love of the Father in heaven
Had come to me through my boy.

"THE ROCKY MOUNTAIN SAINTS."—It is now perhaps three years since, one Sunday afternoon, Mr. ——, then a leading Mormon of Salt Lake City, spent as many as four hours in the company of the writer, in the parlor of a hotel in that place, giving his views and answering rigid, direct and cross-examinations in regard to Brigham Young and the Church of the Latter Day Saints. In that conversation Mr. —— pronounced Brigham Young the prophet and revelator, one of the best of men, honest and sincere in all his purposes, functions and labors. Mr. —— avowed his belief in polygamy as a Christian and wise ordinance of the Almighty, and was then living with three wives, to one of whom he was kind enough to introduce us. Mr. —— praised Joseph Smith and his "system" as he called it, as the best religious system the world ever saw, and with equal fervor, Brigham Young, his God-appointed successor. He spoke of the Mormon religion with the zeal of a new convert, and extinguished all objections with the vigorous assertion of the cardinal tenets and arguments of the Mormon Faith. George Q. Cannon himself never appeared so zealous as —— appeared then as a believer and promoter of Mormon doctrines and practices. Mr. —— now appears to us with his compliments written in the fly-leaf of a highly ornamented and handsomely-printed volume of more than 700 pages, "by one who had the fellowship of the Church for over a quarter of a century," enjoyed familiar intimacy with the apostles and leading elders, and for a dozen years had daily intercourse with Brigham Young." We thank him for the favor. The book is attractive in its style and arrangement, and proves the literary ability of its author, as well as the erratic and elastic cast of morals and mind of Mr. ——.

The object of this book is to write *down* what its author labored more than twenty years to talk and write *up*.

It is not our intention to review this book in any detail. The Introduction says its author has "simply *outgrown the past.*" He says the change in his views "has not been the work of a day or a year." To those who know Mr. ——, well, there may be some room for doubt here. It was only a few months after he waxed eloquent in defending Brigham Young and the Mormon Faith in our hearing that he came to the *Herald* Office to tell us that the whole Mormon scheme was a delusion and a cheat. He had been deluded all his life. Doubtless Mr. —— was honest on both occasions, and we only remark the brief interval in which he made such a grand stride to show that the author of the book before us is probably mistaken when he declares that he was long in undergoing this remarkable change. It is probable he would have been still longer in bringing it about if Brigham Young had not sent him to Ogden with that unfortunate newspaper, and then declined to make good the pecuniary losses of his then most obedient servant.

Of the actual merits of the book by Mr. —— as at once a history and a judgment of the Mormon Religion, Work, and People, we do not now undertake to speak, but it may well be doubted whether it would be possible for such a man to tell the truth about a people whose confidence he so long enjoyed and so suddenly betrayed.—*Omaha Herald*, Aug. 21.

Possibly the failure of the gentleman above indicated to obtain a certain young lady as his fourth wife had something also to do with his sudden and remarkable change of religious opinion.

——"Let go that jib—let go that jib, quick!" shouted the captain of a down-east sloop to a raw hand in a squall. "I ain't touching yer old jib," replied Jonathan, indignantly, as he jammed his fists deeper into his trousers.

WOOL!

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Successor to the late W. M. PITT,

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Embracing every variety of PICKS, CROW BARS, HAMMERS, SLEDGES, HANDLES, CHAINS, ANVILS, VISES, BELLOWS, BLACKSMITHS' FORGES, &c.

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d206 tf

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The OLD RELIABLE MITCHELL WAGON

THESE TWO WAGONS ARE MADE AT RACINE, WISCONSIN, AND ARE *Unrivalled and Unequalled* by anything in the market. They are built of the very

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They are the

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Ask any man who has run one of these Wagons and he will confirm these statements.

THEY ARE THOROUGHLY WARRANTED,

And we point with pride to the fact that no man in Utah can say that either of these Sets has not done the Square Thing on their Warranty.

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☞ We do not throw out any Bait by Advertising a few Leading Articles at Low Prices.

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Arrive at Lehi at 8.45 a m and 4.15 p m
Leave Lehi at 9.30 a m and 5 p m
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In addition to the above

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Will run Daily, Sundays Excepted, leaving the

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Salt Lake City at 8.10 a.m. and 1 p.m.
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RAILROAD.

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On and after May 12, 1872,

Daily Trains

Leave Salt Lake City at 8.00 a m and 2.45 p m
Arrive at Ogden at 7.30 a m and 5.45 p m.
Leave Ogden at 9.40 a m and 4.30 p m.
Arrive at Salt Lake City at 10.40 a m and 5.30 p m.

In addition to the above,

Mixed Trains

WILL RUN DAILY,

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Leaving Salt Lake City at 8 a m and 3.3 p m; and Ogden at 9 a m and 6.30 p m. Freight trains leave Salt Lake at 12 m and Ogden 12.30 p m.

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THROUGH

Utah, South-east Nevada and Montana,

Leaving Salt Lake City Daily, running South to

Tintic, American Fork, Mount Nebo, Nephi, St. George, Utah and Pioche, Nevada.

PASSING THROUGH

Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and

All the principal TOWNS and MINING CAMPS in Southern Utah and South-east Nevada.

Also leave Corinne, Utah, daily, running North to

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ON AND AFTER SUNDAY, MAY 4th, 1873, Trains will leave OGDEN, as follows:

5.50 p.m. (Daily) Passenger Trains for Reno (for Carson and Virginia), Sacramento, Marysville, Redding (for Portland, O.), Stockton, Merced (for Yosemite), Tipton (for Los Angeles), San Jose and San Francisco.

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Gen'l Passenger and Ticket Agent.

4.00 p.m. (Daily) Through Emigrant Train for Sacramento and San Francisco.

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Gen'l Supt.

GEO. E. BILLS,

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Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express ..... 8.20 a.m.
Mixed ..... 4.35 p.m.
Freight ..... 10.30 a.m.

ARRIVE.

Daily Express ..... 5.10 p.m.
Mixed ..... 2.35 p.m.
Freight ..... 6.10 a.m.

Daily connections made at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road to Denver, Central City, Georgetown, and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. Rivers, 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 office of Wells, Fargo & Co., in Townsend's store, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver, at their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL,

Gen'l Ticket Agent.

T. E. SCOBLE, Chief Bag'r and Supt. d179

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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

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The only route carrying the Through Overland Letter 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 PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by the Company between

OMAHA AND CHICAGO.

THROUGH TICKETS to all points East can be obtained at Company's Office, 258 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.

A. L. WAIT, Gen'l Agent for Pacific States, San Francisco. d63

LOUISIANA, MO.,

SHORT ROUTE,

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