UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.

No. 7. Freight.	No. 5. Freight.	No. 3. Passenger	No. 1. Passenger	Distance. Miles.	Fare	STATIONS.	Fare	Distance. Miles.	No. 2. Passenger	No. 4. Passenger	No. 6. Freight	No. 8. Freight
Lv 3.20 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			....Ogden....	15.00	240	Ar 5.20 pm	Lv 2.10 pm	Ar 11.10 pm	Ar 3.15 pm
" 4.00 "	" 7.20 "	" 6.30 "	" 10.34 "	8	.45	....Summit....	14.60	232	Lv 4.55 "	Ar 1.45 "	Lv 10.34 "	Lv 1.40 "
" 4.35 "	" 7.55 "	" 7.00 "	" 10.55 "	16	.85	....Kaysville....	14.20	264	" 4.35 "	" 7.55 "	" 9.54 "	" 7.00 "
" 5.05 "	" 8.25 "	" 7.14 "	" 11.09 "	22	1.20	....Farmington....	13.85	258	" 4.21 "	" 7.41 "	" 9.39 "	" 6.25 "
" 5.35 "	" 8.45 "	" 7.28 "	" 11.20 "	28	1.40	....Centerville....	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
" 6.45 "	" 8.57 "	" 7.31 "	" 11.26 "	32	1.60	....Wood's Cross....	13.55	252	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
Ar 6.30 "	Ar 9.40 "	Ar 7.55 "	Ar 11.50 "	37	2.00	....Salt Lake....	13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
		FREIGHT.								FREIGHT.		
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.00 am	Ar 3.35 pm		
		" 7.30 "	" 2.23 "	43	2.30	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.05 "		
		" 7.50 "	" 2.38 "	46	2.25	....Germania....	12.65	236	" 9.27 "	" 4.15 "		
		" 8.00 "	" 2.54 "	49	2.40	....Lowndal's....	12.55	234	" 9.20 "	" 4.35 "		
		" 8.15 "	" 2.45 "	49	2.65	....Junction....	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.20 "								Ar 3.50 "		
		Lv 9.15 "	" 2.48 "	50	2.70	....Sandy....	12.30	230	" 9.15 "	Ar 3.35 "		
		" 9.35 "	" 3.00 "	54	2.90	....Draper....	12.10	226	" 9.00 "	Lv 3.00 "		
		" 11.00 "	" 3.40 "	66	3.65	....Lehi....	11.35	212	" 8.19 "	" 1.40 "		
		" 11.15 "	" 3.50 "	71	3.80	....American Fork....	11.20	209	" 8.07 "	" 1.25 "		
		" 11.30 "	" 4.00 "	74	3.95	....Pleasant Grove....	11.05	206	" 7.55 "	" 1.10 "		
		Ar 12.20 pm							Lv 7.20 "	Lv 12.20 "		
		Lv 12.40 pm	" 4.35 "	85	4.50	....Provo....	10.50	195	Ar 7.05 "	Ar 11.55 "		
		" 1.03 "	" 4.44 "	90	4.80	....Springville....	10.20	190	Lv 6.51 "	Lv 11.22 "		
		" 1.25 "	" 4.58 "	98	5.10	....Spanish Fork....	9.90	184	" 6.38 "	" 11.00 "		
		" 2.00 "	" 5.20 "	103	5.50	....Payson....	9.50	177	" 6.16 "	" 10.25 "		
		Ar 2.30 "								" 10.00 "		
		Lv 2.50 "	" 5.35 "	108	5.75	....Santaquin....	9.25	172	" 6.03 "	Ar 9.40 "		
		" 3.45 "	" 6.07 "	120	6.40	....Mona....	8.60	160	" 5.30 "	Lv 8.45 "		
		" 4.23 "	" 6.29 "	128	6.85	....Nephi....	8.15	152	" 5.08 "	" 8.07 "		
		Ar 5.30 "	Ar 7.05 "	142	7.60	....Juab....	7.40	138	" 4.30 "	" 7.00 "		
			MIXED.							MIXED.		
			Lv 7.35 pm	142		....Juab....		138	Ar 4.00 am			
			" 8.15 "	151	8.05	....Mills....	6.55	129	Lv 3.15 "			
			" 9.40 "	167	8.90	....Lemmington....	6.30	123	" 1.50 "			
			" 11.05 "	184	9.90	....Riverside....	6.10	99	" 12.25 "			
			" 11.45 "	194	10.35	....Corinne....	4.65	96	" 11.45 pm			
			" 1.15 am	213	11.35	....Neels....	3.80	67	" 10.15 "			
			" 3.35 "	241	12.85	....Black Rock....	2.20	39	" 7.55 "			
			Ar 5.20 "	263	14.00	....Milford....	1.00	17	" 6.10 "			
			Lv 6.30 "						Ar 5.15 "			
			Ar 8.30 "	289	15 00	....Frisco....			Lv 4.00 "			

No. 1 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the E. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Kelsey for Alta Pete and Silver Valley; at Juab for Filmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 7 a. m., will connect with the Utah and Northern Railway at Ogden for Park City.

No. 4 Train, leaving Salt Lake City at 7 p. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS COPE, Gen'l Fr't and Pass. Ag't. 1604 — JAMES SHARP, Ass't Gen'l Sup't. — JOHN SHARP, Gen'l Superintendent.

THE MAN IN THE MOON

NO ONE CAN BE ACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WHO DOES NOT 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; Milton Junction to Muscatine; Washington to Fairfield, Eldon, Belknap, Centerville, Princeston, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Keokuk, Ottumwa, and Excelsior; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, 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 Hancock. 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 warrants it, we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Dining Cars* for eating exclusively. Once more a 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, passengers being made in Union Depots.

THE PRINCIPAL POINTS OF CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the I. 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.; L. 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.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. R. I. & P. R. Rds.

At KEOKUK, with Wab., Pac. & 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.

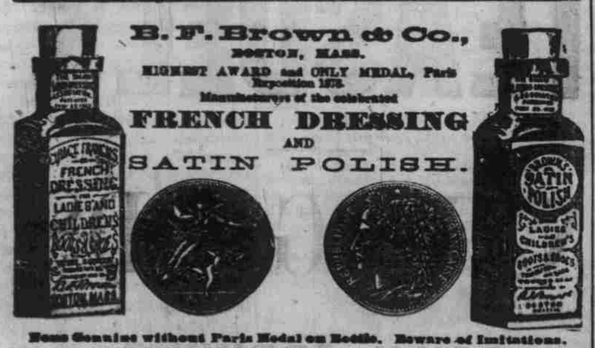
At KANSAS CITY, with all lines for the West and Southwest.

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 Ticket and Pass'r Agt., Chicago, Ill.



None Genuine without Paris Medal on Bottle. Beware of Imitations.

ARMY AND NAVY BLACKING.

For sale at Z. C. M. I. and its Branch Stores.

PERFECTION BAKING POWDER.

We respectfully call the attention of the Public to the following analysis:

Laboratory of the Health Department, Chicago, Aug. 8, 1880.

OSCAR DE WOLF, Commissioner of Health.

Dear Sir:—I have made a very careful and elaborate chemical analysis of twenty-seven samples of baking powders received from the hands of Mr. Merkl, your clerk, and have the honor to report the following table of figures:

	Soluble Ash.	Insoluble Ash.	Total Ash.
PERFECTION,	39.00	0.06	39.06
DR. PRICE'S CREAM,	36.15	0.12	36.27
ROYAL,	35.10	0.13	35.23

A known and weighed quantity of baking powder was incinerated in a silver crucible until only a grey residue was left. This is the *total ash*. It was carefully removed to a glass vessel and acted upon by hydrochloric acid and distilled water at the boiling point; what dissolved in that menstruum has been called *soluble ash*, and that which did not, *insoluble ash*.

I have the honor to be, sir, yours very respectfully, R. S. G. PATON, Chemist of the Health Department.

We have always claimed that the Perfection is the highest grade of baking powder that can be produced from cream tartar and soda. Respectfully,

SPRAGUES, WARNER & GRISWOLD, CHICAGO.

DAVID JAMES,

—LICENSED—

Plumber, Tinner, Steam and Gas Fitter.

Sole Agent for Utah Territory for the popular FIRE ON THE HEARTH, Parlor, School Room and Lecture Hall STOVES; also FIRE ON THE HEARTH. Grate Menders and Hamlins.

U. P. R. R.

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

LEAVE.

Daily	10.50 a.m.
Mixed	5.00 p.m.
Freight	8.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	9.40 a.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R. both for Utah & Nevada Railway, or 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 other mining camps and pleasure resorts in Colorado.

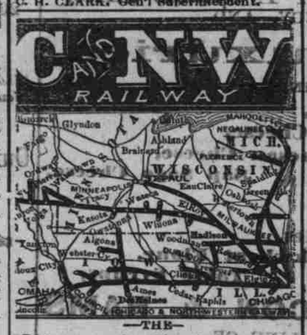
At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

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, General Ticket Agent, Omaha.

C. E. CLARK, Gen'l Superintendent.



—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.

He 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. TAKE NO OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, Jr., Gen'l V.P. and Gen'l Manager, Chicago.

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.

POLLMAN 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 East Express Except Sunday. With the popular Gottfried Sleeping Car. Reaches Pittsburg 2.40 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 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 Atlantic Express, Daily. With Dressing Room and Hotel Car. Reaches Pittsburg 12.55 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 Dressing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.05 a.m.; Philadelphia 3.00 a.m.; New York 10.35 a.m.; Boston 7.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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.

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

EVENING NEWS.

Thursday, Dec. 8, 1881.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

The Contested Seat—The Governor Transcends his Authority.

NEW YORK, 7.

The *Graphic* correspondent says: The first party contest, it is believed, will occur in Congress over the admission of Campbell or Cannon, the contesting Utah Delegates. The Democratic leaders claim that the certificate, by using the words, "Being a citizen," implies that the Governor of Utah has recognized the fact that someone else, not a citizen, received more votes than Campbell, and that is without the jurisdiction of the Governor, but a matter for the committee on elections to decide. There are a number of democrats, particularly Chalmers, who were sworn in on the prima facie case embodied in the possession of a certificate, and these men are anxious that Campbell should be seated on the same showing. They will probably, however be overruled by their party. The republicans take the same ground, and will claim that the precedent set in the cases of contested democratic seats should be followed in this. Campbell, though a democrat, will receive the solid support of the republicans, as the first gun in the battle against polygamy. Cannon will receive the democratic support, because the Mormons have made common cause with the democrats in their fight for supremacy on the Pacific Coast. The battle will be a hot one.

Mullalian the Murderer.

GREENFIELD, Mass., 7.—David McMillan, who shot Father McCarthy, reached here last evening, and was driven rapidly to the prison jail. The yard was crowded with people anxiously waiting to lynch the prisoner, but the display of revolvers by the officers prevented violence. Father McCarthy died about midnight, but before death made a dying declaration as to the circumstances of the assault.

An Affectionate Assassin.

FALL RIVER, 7.—Frank Sharon, a young carder, went home last night and entered the room where his wife was sleeping, kissed her three times and drawing a pistol shot her dead. Sharon says something crossed his mind and told him to do it. He was removed to prison.

Wrecked Vessels.

CLEVELAND, 7.—The three-masted schooner *H. P. Baldwin* and *Cossack* went ashore here this morning in a furious northwest gale. The crews were saved by the life saving service. Both vessels are laden from Escanda, for Cleveland. The *Baldwin* is pounded to pieces; her value is $2,000. No insurance. Owned by Patrick Smith & Son, Cleveland. The *Cossack* may be saved.

New Railroad Company.

SAN FRANCISCO, 7.—A new railroad company has been formed under the name of the Arizona and Nevada Railroad and Navigation Co. Its object is the construction of a line between Calloite, Nevada, and Yuma, with an extension by rail or water, as may hereafter be determined, to Port Isabelle and Libertad, on the Gulf California. The company has been incorporated under the laws of Arizona, but has its principal business offices in San Francisco. The capital stock is $20,000,000. The San Francisco directors are E. P. Peckham, John N. Bledon, John Lloyd, Robert N. Risdon and J. W. Smith. The Arizona directors are Paul Breon, John J. Gosper, Frank Stoples and W. P. Symms, of New York. The road will pass through the line of mining districts on the eastern bank of the Colorado River. From Port Isabelle, the line will continue to Alton and through a rich mining district to Libertad.

$20,000 Explosion.

The boiler of the Mission Soap and Candle Works, Sixteenth, between Folsom and Harriss Streets, blew up about 4 o'clock this morning. The night watchman and engineer were the only persons on the premises at the time and escaped unhurt. The building was demolished. A squatter's shanty and a Chinese washhouse adjoining were slightly damaged. The building, worth $3,000, is a total loss. The machinery, valued at $30,000, is more or less damaged.

The loss by the explosion of the candle factory this morning is estimated at about $20,000. The boiler was a high pressure, 18 feet long, two feet in diameter. A piece weighing a ton was thrown over a two-story building, landing in a gravel pit 1,000 yards distant. Other pieces of great weight were blown through the walls of the warehouse, shattering the adjoining buildings, and bricks, timber, grease and candles were distributed over the neighborhood. That no lives were lost is almost miraculous.

BRIEF TELEGRAMS.

A bill for the admission of Dakota introduced.

Terrific storm on the west coast of Ireland last night.

The Virginia legislature was organized on Wednesday.

The Marquis of Lorne sails for Canada on January 11th.

A fire at Short Creek, Kansas, caused the loss of about $50,000.

Republican senators caucused this morning, but nothing important was done.

Another infernal machine was found at the Court House, in Montreal.

The nominations of Frelinghuysen and Brewster will be sent in on Monday.

There were 520 agrarian outrages, including two murders, during November.

Another bill for the relief of Ben Holliday has been introduced in the Senate.

Senator Pendleton will speak, next Monday, on his civil service proposition.

Two hundred pounds reward is offered for the murderer of Rogers, solicitor's clerk.

Senator Ingalls has introduced a bill vesting the franking privilege to Mrs. Garfield.

Arthur's only brother was interviewed on Wednesday. He thinks Guiteau's trial a farce.

Editor Gorham and Congressman Farwel were the witnesses in the Guiteau case on Tuesday.

Frank Sperry, California, has been appointed private secretary to the Secretary of the Treasury.

A cousin of Scoville says he knows Guiteau as cold-blooded and selfish, and as desiring only notoriety.

A drove of 11,000 sheep from Washington Territory, two years on the road, has reached Lincoln, Neb.

The striking potters at Senley have agreed to arbitration, provided arrears on the actual state of trade be made.

Two trains came in collision 12 miles from Lansdow, yesterday, and three men were killed and seven wounded.

Morrill will speak on the tariff to-morrow, defending protection, and advising great caution in reducing the revenue.

The explosion of a varnish vat at 61 Beekman Street, New York, this morning, wrecked two stories. Damage, $35,000.

By a nitro-glycerine explosion on the Central Pacific railroad, two miles east of Eagle Lake, on Friday last, two men were killed.

A Vienna dispatch says: Officers surprised a supposed Russian spy sketching the fortress at Comorn. Plans of the fortress were found upon him.

At yesterday's sale of the Sunderland Library a Latin Bible, being the first Bible printed with the date of 1462, sold for the enormous sum of £1,600.

Senator Pendleton has introduced a bill to regulate the civil service; also one to prevent extortion from persons in the public service, and bribery and coercion by such persons.

The reading of the message in the House occupied two hours and a half. During the last hour members paid little attention to it. The Mormon portion elicited some applause.

The prosecution in the Guiteau case on Wednesday introduced some damaging rebuttal on the insanity question, the burden of which was that Guiteau's father was by no means a crank.

Senator Kellogg has introduced a bill authorizing mail service between New Orleans and Mexican ports, between the United States and Brazil, and authorizing the construction of a ship canal from New Orleans to the Gulf of Mexico.

A special from Philadelphia says: Miss Nellie Hazeltine, well known as the belle of St. Louis a couple of years ago, and was reported betrothed to S. J. Tilden, was married to Fred. J. Parramore a millionaire, resident of St. Louis.

PROTECTION OF SHEEP.—Sheep need protecting from the cold storms incident to this season of the year. A fleece of wool after it has become saturated with water is a cold blanket for the animal to wear, and it takes a long time to dry it. It requires considerable increased animal heat to keep the animal comfortable as long as the fleece is wet, and this increased heat must come of an increased burning up of food or flesh in the animal to produce it. An amount of food which would be sufficient to keep a sheep with a dry fleece in a thrifty condition, would scarcely be sufficient to enable one with a wet fleece to "hold its own." Besides the sheep with a wet fleece is liable to take cold, and injure its health. It does not pay to allow sheep to become wet. It is a poor use of food to allow it to be used to dry water out of sheep fleeces. It is much like throwing it away.—*Lewiston Journal.*

Major E. Melcher, editor of the Charleston (S. C.) *Deutsche Zeitung*, writes: "One of my pressmen, Mr. J. M. Wheaton, was cured of a severe case of rheumatism by the use of St. Jacobs Oil, after other remedies had failed. He speaks very highly of it, and I think such a preparation is deserving of the highest praise that can be given it."

FOR SALE.

A HOUSE AND LOT IN THE 1st WARD. Apply to HOMER BROWN, Corner of West Temple and 5th South Sts. 49 tw

STRAYED.

FROM BISHOP A. C. DRIGGS' SUGAR House Ward, on Wednesday evening, November 30th, two bay mare colts. One a yearling, branded D S on left hip. The other six months old, no brand.

Any information concerning their whereabouts will be suitably rewarded. Apply to A. C. Driggs, Smith Brothers, builders, 10th Ward, or to Geo. Smith, Z. C. M. I. d4t

PRESERVED OF FRESH FLOWERS.

O. F. DUB, FLORIST, 2 BLOCKS NORTH of Valley House, preserves perfect all kinds of Natural Flowers, loose, or made up in Wreaths, Crosses, Hearts, Bouquets, etc., etc. A great variety of Preserved Sample Flowers on hand, of our own work. Please give us a call and look for yourselves. All Floral Decorations made to order, such as Wreaths, Hand, Table and Buttonhole Bouquets; also, Crosses, Anchors, etc. Bedding and Basket Plants, in great variety at low prices. Call and give a trial.

JOHN READING,

NURSERYMAN & SEEDSMAN,

HAS THE Largest Stock in His Line Of any in the Territory.

He employs no Agents and does his own business.

A FINE STOCK OF SEEDS ON HAND At Residence, Corner Second East and Second South Streets.

U. S. DEPOSITORY.

DESERET NATIONAL BANK.

SALT LAKE CITY.

PAID UP CAPITAL, - $200,000
SURPLUS, - $125,000.

WM. H. HOOPER, President,
H. S. ELDERKIN, Vice-Pres.,
WM. JENNINGS,
TERAMORZ LITTLE,
JOHN SHARP,
NICHOLAS GROSSBECK,
L. S. HILLS, Cashier.
DIRECTORS.

RECEIVES DEPOSITS PAYABLE ON DEMAND.

Buys and sells exchange on New York, San Francisco, Chicago, St. Louis, Omaha, London, and principal continental Cities.

Make Collections, Remitting Proceeds Promptly.

London Bank of Utah,

(LIMITED)

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