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.	GOING NORTH. No. 2. PASSENGER.	No. 4. PASSENGER.	No. 6. FREIGHT.	No. 8. FREIGHT.
Lv 3.30 p.m.	Lv 6.40 a.m.	Lv 6.15 pm	Lv 10.10 am			Ogden	15.00	283	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
" 4.00 "	" 7.20 "	" 6.30 "	" 10.34 "	8	.45	Summit	14.60	272	Lv 4.58 "	Lv 8.18 "	Lv 10.34 "	Lv 7.40 "
" 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	12.85	256	" 4.21 "	" 7.41 "	" 9.29 "	" 6.25 "
" 5.30 "	" 8.45 "	" 7.25 "	" 11.20 "	26	1.40	Centreville	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
" 5.45 "	" 8.57 "	" 7.31 "	" 11.26 "	28	1.50	Wood's Cross	13.55	251	" 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 5.25 pm		
		" 7.30 "	" 2.23 "	43	2.30	Morgan	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.38 "	44	2.35	Germania	12.65	236	" 9.32 "	" 4.25 "		
		" 8.00 "	" 2.34 "	46	2.45	Lovcodahl's	12.55	234	" 9.27 "	" 4.15 "		
		" 8.15 "	" 2.43 "	49	2.65	Junction	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.20 "								" 3.50 "		
		Lv 9.15 "	" 2.48 "	50	2.70	Sandy	12.30	230	" 9.15 "	Ar 3.25 "		
		" 9.35 "	" 3.00 "	54	2.90	Draper	12.10	226	" 9.00 "	Lv 3.00 "		
		" 11.00 "	" 3.40 "	69	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 12.20pm	" 4.30 "	85	4.50	Provo	10.50	195	Lv 7.35 "	Lv 12.20		
		Lv 12 40pm							Ar 7.08 "	Ar 11 45 am		
		" 1.03 "	" 4.44 "	90	4.80	Springville	10.20	190	Lv 6.51 "	Lv 11.22 "		
		" 1.35 "	" 4.58 "	95	5.10	Spanish Fork	9.90	185	" 6.38 "	" 11.05 "		
		" 2.00 "	" 5.20 "	103	5.50	Payson	9.50	177	" 6.16 "	" 10.25 "		
		Ar 2.30 "	" 5.35 "	109	5.75	Santaquin	9.25	172	" 6.03 "	" 10.00 "		
		Lv 2.50 "								Ar 9.40 "		
		" 3.45 "	" 6.07 "	120	6.40	Moss	8.60	160	" 5.30 "	Lv 8.45 "		
		" 4.21 "	" 6.29 "	128	6.85	Nephi	8.15	152	" 5.08 "	" 8.07 "		
		Ar 5.50 "	Ar 7.05 "	142	7.60	Juab	7.40	138	" 4.32 "	" 7.00 "		
			MIXED.						MIXED.			
			Lv 7.35 pm	142		Juab		138	Ar 4.00 am			
			" 8.15 "	151	8.05	Mills	6.95	129	Lv 3.15 "			
			" 8.40 "	157	8.60	Lemmington	6.10	113	" 1.50 "			
			" 11.05 "	165	8.90	Riverside	5.10	98	" 12.25 "			
			" 11.45 "	194	10.35	Deseret	4.65	80	" 11.45 pm			
			" 1.16 am	213	11.35	Neola	3.85	67	" 10.15 "			
			" 8.35 "	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 8.50 "	280	15.00	Frisco			Ar 4.00 "			

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.

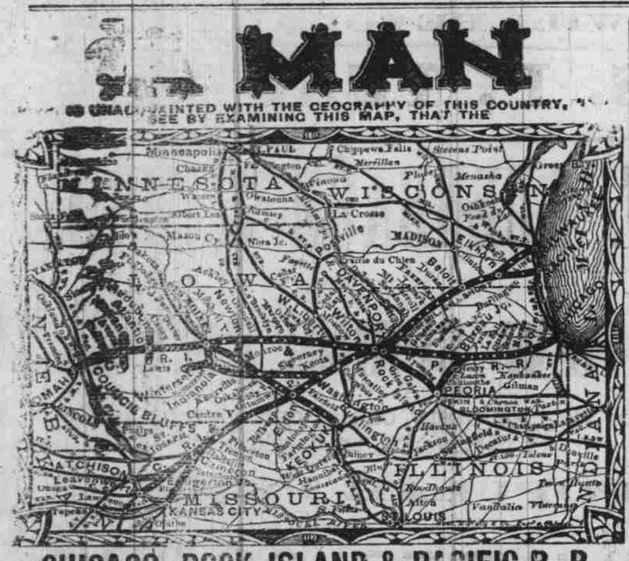
No. 3 Train, Freight, leaving Salt Lake City at 7 a.m., will connect with the D. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R., at Sandy, for Alta, and will run on Sundays between Salt Lake and Sandy until further notice.

No. 1 train connects with the stage at Nephi for Sanpete and Sevier Valley, at Juab for Filmore and Millard County; also at Milford with stage for Southern Utah.

No. 4 train, leaving Salt Lake City at 7 a.m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

No. 2 train, leaving Salt Lake City at 3.40 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, and the Central Pacific Railway for the West.

FRANCIS COPE, Gen'l Ft'r and Pass. Ag't. *JAMES SHARP, Ass't Gen'l Sup't.* *JOHN SHARP, Gen'l Superintendent.*



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, Unionville, 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 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 between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is unsurpassedly 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. & 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. in Neb.

At COLUMBUS JUNCTION, with B. C. R. & N. R'y.

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'r Ag't., Chicago, Ill.

U. P. R. R.

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

LEAVE.	
Daily	12.30 a.m.
Mixed	5.30 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	4.15 p.m.
Mixed	8.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern 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 cities, mining camps and pleasure resorts in Colorado.

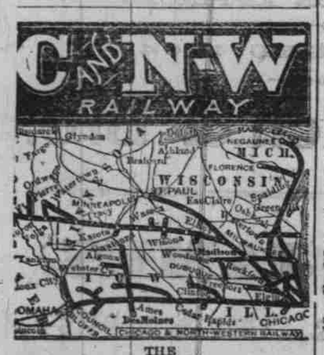
At Sidney with a daily line of stages to Deadwood and other points in the Black Hills.

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 in sleeping cars can be secured.

THOS. L. KIMBALL, General Ticket Agent, Omaha.
O. A. CLARK, Gen'l Superintendent.

C. & 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. Railways depart from and arrive at the same Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Fort Wayne and Pennsylvania, and Chicago & Grand Trunk Railways and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road. It is the Only Road upon which are Run the celebrated

North-Western Dining Cars WEST OR NORTHWEST OF CHICAGO.

Insist upon Ticket Agents selling you Tickets via this road. Examine them, and refuse to buy if they do not read over the Chicago & Northwestern Railway.

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

All Ticket Agents sell Tickets by this Line.

J. D. LAYNG, Gen'l Sup't, Chicago.
W. H. STENNETT, Gen. Pass. Agent, Chicago.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at this office.

THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA R R LINE

CONTINUOUS ALL RAIL ROUTE
NO CHANGE OF CARS.
ONE ROAD, ONE MANAGEMENT!

TO BOSTON

Via New York City,

REACHES ALL POINTS IN

PENNSYLVANIA & 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.

5 EXPRESS TRAINS

Leave CHICAGO as follows:

9.05 a.m. Special East Express except Sunday.

With the popular Vestibule Sleeping Car.

5.00 p.m. Limited Express, Daily.

With Drawing Room and Hotel Car.

9.00 p.m. Night Express, Daily, Sundays Excepted.

With Drawing Room Sleeping Car.

5.25 p.m. Local Express, Sundays Excepted.

6.10 p.m. Daily Mail Express.

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.

C. W. ADAMS, Assistant General Passenger Agent. CHICAGO.

O. I. C.

UTAH'S FAVORITE.

WILLIAMS' LIGHTNING CURE.

DOCTORS' THROB

POOR MAN'S FRIEND.

E. O. M. I. General Agents, Salt Lake City.

For sale by all Dealers throughout the Territory.

W. H. WILLIAMS, Prop'r, Corner East and First Streets, Ogden.

EVENING NEWS.

Tuesday, - - April 11, 1882.

SALT RIVER DISTRICT CONFERENCE.

MESA, April 3, 1882.

Our Quarterly Conference commenced on Saturday morning, at 10 o'clock, with Elders H. C. Rogers and G. W. Sirrine both present on the stand.

Meeting opened by singing the hymn on page 134.

Prayer by G. W. Sirrine.

The Choir then sang the hymn on page 28.

Elder David Savage addressed the meeting on the necessity of the Saints preparing themselves for coming events. He was followed by C. I. Robson on the principle of obedience, when Counselor H. C. Rogers made some appropriate remarks, exhorting the Saints to attend to their duties.

The Choir sang, "Jesus mighty King in Zion, etc."

Meeting adjourned till 2 p. m.

Prayer by J. M. Lewis.

2 p. m.

Meeting opened by singing, "The Lord my pasture shall prepare."

Prayer by Francis M. Pomeroy.

The choir sang, "I saw a mighty angel fly."

Elder Llewellyn Harris addressed the meeting, giving his experience with the Lamanites in the last 21 years, showing the great change amongst them.

Elder H. S. Phelps bore a faithful testimony to this being the work of God.

Counselor G. W. Sirrine spoke at some length on the fulfillment of prophecy, showing how we should live to our privileges, so as to be worthy of the blessings.

He was followed by Elder A. F. Stewart, who spoke very encouragingly to the Saints and bore a strong testimony to this being the work of God that should never be overthrown worlds without end, exhorting the Saints to attend to their prayers.

The choir sang, "Lord dismiss us with thy blessing."

Meeting adjourned till 10 a.m.

Prayer by J. Hibbert.

6 p. m.

The brethren met and transacted all the business that was talked of in our council meeting on the meeting of the 18th ult.

Sunday, 10 a.m.

Meeting was opened by the choir singing, "All hail the glorious day." Prayer by A. F. Stewart. The choir sang, "Never from Thee."

Elder H. W. Brizzee spoke on the attributes of the Godhead. He was followed by J. P. Steel, comparing our organization with that our Savior established while upon the earth. He also spoke on the necessities of rebaptism, on farming, stock raising, and mercantile business.

The choir sang, "Guide us Oh thou Great Jehovah," and meeting dismissed till 2 p.m.

Prayer by R. Collet.

2 p. m.

This afternoon the house was filled to overflowing.

Singing, "How pleased and blessed was I."

Prayer by G. E. Steel.

The choir sang, "When the voice of friendship's heard."

The sacrament was administered by H. S. Phelps and Timothy Mets, when Elders Parden Webb and Flavius Green addressed the Saints. Brother Webb said he had been with the Church 49 years; told what the Church had passed through and that she would still survive; told of two cases where he had seen the power and gift of God made manifest.

C. I. Robsen then presented the general authorities of the Church as sustained at the general conference at Salt Lake City last October, who were all sustained unanimously. The local officers were also unanimously sustained.

Elder F. M. Pomeroy spoke on the spread of the Gospel.

Counselor Rogers spoke at some length on the establishment of the Kingdom of God upon the earth. He was followed by C. J. Robson.

The choir sang, "Praise to the man who communed with Jehovah." Adjourned till the first Saturday in July, at 10 a. m. Prayer by H. C. Rogers.

CHAS. I. ROBSON, Clerk.

Rules for Ladies Traveling Alone.

1.—Be sure you know where you want to go before you get on the train.

2.—When you purchase your ticket you will have to pay for it; no use to tell the ticket agent to charge it and send the bill to your husband, and if he says the price of the ticket is $2.93, don't tell him you can get on just like it of the conductor or at the other store for $2.50; he won't believe you, and he may laugh at you.

3.—Never travel without money. It requires broad views, liberal education, keen discernment and profound judgment to travel without money. No one can do this successfully but tramps and editors.

4.—Beware of the commercial traveler.

5—Don't give a stranger your ticket and ask him to go out and check your trunk. He will usually be only too glad to do it. And what is more, he will do it, and your trunk will be so effectually checked that it will never fetch up to you again. And then when the conductor asks for your ticket and you relate to him the pleasing little allegory about the stranger and the baggage, he will look incredulous and smile down upon you from half-closed eyes and say that it is a beautiful romance, but he has heard it before. And then you will put up your jewelry or disembark at the next station.

6.—Don't try to get off the train every fifteen minutes under the impression that you are there. If you get there in 12 hours you will be doing excellently.

7.—Call the brakeman "conductor;" he has grown proud since he got his new uniform, and it will flatter him.

8.—Put your shawl strap, bundle and two paper parcels in the hat rack, hang your bird to the corner of it, so that when it falls it will drop into the lap of the old gentleman sitting behind you, stand your four house plants on the window sill, set your lunch basket on the seat beside you, fold your shawls on the top of it, carry your pocket-book in one hand and hold your silver mug in the other, put your two valises under the seat, and hold your bandbox and the rest of your things in your lap. Then you will have all your baggage handy and won't be worried or flustered about it when you've only 29 seconds in which to change cars.

9.—Address the conductor every 10 minutes. It pleases him to have you notice him. If you can't think of any new question to ask him, ask him the same old one every time. Always call him "Say" or "Mister."

10.—Pick up all the information you can while traveling. Open the window and look forward to see how fast the engine is going. Then when you get home you can tell the children about the big cinder you picked up with your eye, and how nice and warm it was, and what it tasted like.

11.—Don't hang your parasol on the cord that passes down the middle of the car. It isn't a clothes line. It looks like one, but it isn't.

12.—Keep an eye on the passenger who calls the day after Monday "Chewsday." He can't be trusted a car's length.

13.—Do not attempt to change a $20 bill for any one if you have only $9.25 with you; it can't be done.

14.—If you want a nap, always lie with your head projecting over the end of the seat, into the aisle. Then everybody who goes up and down the aisle will mash your hat, straighten out your frizzles, and knock off your back hair. This will keep you from sleeping so soundly that you will not be carried by your station.

The Largest Bell in England.

The long promised big bell for St. Paul's Cathedral, in London, has been cast. Twenty-one tons of metal were used in the operation, and from three furnaces liquid streams were pouring for four and three-quarter minutes before the huge hole in the sand was filled. When dug out, the bell weighed 17½ tons, which makes it the largest bell in England and one of the largest in Europe. Following are weights of other famous bells: The first big bell at Westminster, 15 tons 5 cwt; the second two tons lighter; Great Peter, at York, Munster, 10½ tons; Great Tom of Lincoln, 5½ tons; the previous big bell of St. Paul's 5 1-10 tons; that at Olmutz, 17 tons 18 cwt; Vienna, 17 tons 14 cwt; Erfurt, 13 tons 15 cwt.; Sens, 13 tons; Paris, 12 tons. It will not be possible to take the new bell to London by rail, it must go by horse road.

MIXED SPICE.

The Wisconsin legislature got so thirsty the other day that they repealed the anti-treat law.

Joseph Cook was mad because the Hindoos didn't understand him. The Hindoos were his last hope.

A housewife recently gave as a reason for discharging all of her hired help, that she was tired out and wanted a rest.

Sunday-school teacher (about to comment on St. Paul's direction for conduct of men and women during divine service): "Now, do you know why women do not take off their bonnets in church?" Small boy: "'Cos they ain't got looking-glasses to put 'em on by."

A gentleman was standing the other evening in one of the shadowy arcades of the Coliseum at Rome, when he was somewhat brusquely hustled by a passing figure. With a quick instinct, he clapped his hand to his watch pocket. His watch was gone! He darted after the thief, who turned sharply round, at the same time clutching a watch. "Give me that watch!" A dash—the stolen property was recovered. The startled robber disappeared, and the gentleman went home to boast of his adventure and his prowess. What was his consternation on entering his bed room, to find his own watch, which he had forgotten to put on, staring him in the face from the mantlepiece! He had been the thief, and the other wretched man had stumbled over him in the dark and when overtaken and stopped was merely clutching his own watch, which he had not the nerve to rescue from the tourist. That tourist is now known to an admiring circle of friends as the Bandit of the Coliseum.

There is much speculation as to what St. Jacobs Oil really is; it comes not from the promptings of curosity alone, but because its virtues are such as to amaze all who use it. Mrs. Hamet, No. 1684 Third avenue, New York, gives her opinion of St. Jacobs Oil substantially as follows:—For a number of years I have been a great sufferer from inflammatory rheumatism. It was chiefly confined to my right shoulder but would sometimes extend to the extremities. Often the attacks would be so severe and the pain so intense that I became completely prostrated and unable to use my arm, which seemed to be paralyzed. I tried every remedy I could hear of as likely to afford relief, and more than one doctor, but nothing did me any good until some weeks ago, as a last resort—but an almost hopeless one—I was persuaded to use St. Jacobs Oil, and one bottle of it has effected a complete cure.

Wei De Meyer's CATARRH CURE

The antidotal theory, now admitted to be the only true one, which will eradicate Catarrhal Poison

REV. CHAS. H. TAYLOR, 140 Noble St., Brooklyn, N. Y.: "*One package effected a radical cure.*"

REV. GEO. A. REIS, Cobleskill Schoharie Co., N. Y.: "*It restored me to my ministerial labors.*"

REV. W. H. SUMNER, Frederick, Md.: "*Five results in six cases in my family.*"

REV. GEO. E. PRAST, St. Stephen's Rectory, Phila.: "*Quite wonderful; let me distribute your 'Treatise.'*"

HAS. H. STANHOPE, Newport, R. I.: "*I was too deaf to hear the church bells ring; hearing restored.*"

GEORGE W. LAMBRIGHT, 73 Biddle St., Baltimore, Md.: "*Suffered 9 years; perfectly cured.*"

MRS. M. B. SHENEY, 3023 Sarah St., St. Louis: "*The first natural breath in 6 years.*"

MRS. J. W. PURCELL, Golden City, Col.: "*Used only one package; entirely cured; suffered 24 years.*"

DR. F. N. CLARK, Dentist, 8 Montgomery St., San Francisco: "*Suffered 15 years; perfectly cured,*" Etc.

Dr. Wei De Meyer's Popular "TREATISE" on Catarrh mailed free. The great Cure is delivered by Druggists, or by D. B. Dewey & Co., 182 Fulton St., New York, for $1.00. d tu thr & w

CHEAP and GOOD.

STEWART'S BRUSHES.

EVERY BRUSH MANUFACTURED BY Stewart is warranted to work well, and give entire satisfaction until worn out. For sale at Z. C. M. I., Geddis Potts & Co., J. F. Culmer & Co., Ury & Co., Moore, Allen Co., R. Alf, S. P. Teasdel, Geo. M. Scott & Co., Cunnington & Co., A. D. Young, Clark, Bridge & Co.

STEWART, BROS. Co., d194 6m Pittsburg, Pa.

HAYNES & SON, STEAM BOILER MAKERS,

LARD & OIL TANKS, COOLERS, KETTLES, PANS, ETC.

Shop, 1½ Blocks East of Depot, P. O. Box, 525, SALT LAKE CITY.

General Repairing Done Promptly.

ALL WORK GUARANTEED.

Refer to any Work done by us with Pleasure. d118 y.

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE, are 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.

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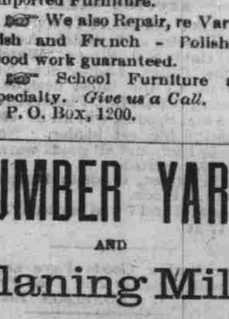

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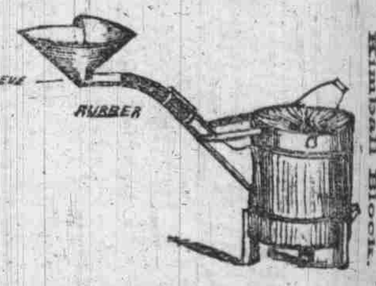

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