HIS FIRST EXPERIENCE.

LOVE'S YOUNG DREAM COMES WITH TRAGIC FORCE.

He loved her — very much. He thought he had never loved half so much before. And she? Well, she may have loved him; that he didn't know—he hadn't asked her.

She was 20. She was the most beautiful creature he had seen. Her hair was black—as ink; her skin was white—as milk; and her eyes—how brilliant they were. They seemed to look into his soul. And he wondered if she knew it.

He had never seen anybody so ravishing to look at—not even in fancy. He had never before left his food untasted on his plate—not even at the country hotel. He had never before found it a task to close his eyes at night—not even when he had been sick with fever.

As for her, she looked upon him with favor; she would take his hand as they walked along the beach, and when the water spread farther than she expected on the sand, she would cry: "Look out, Harry, dear!" or the like.

He presumed he ought to be happy—there was no reason why he should not be; others in his position would have been.

Ah yes; it was well enough—until the 4 o'clock express from New York came in. Then she would be dressed in something wonderful, in blue and gold, or in gray and black, or in pink and white; and she would sit upon the broad piazza of the hotel and chat and gossip with the men. Of course, when he came up she treated him civilly, decently, and he had no fault to find—no fault, that is, in order. Yet he asked himself sometimes if she was treating him as one individual or as a species.

Eh bien! One day fourteen Saratoga trunks were loaded on the blue express wagons at the side door. A good many of the trunks belonged to her. She was going away.

He sat idly on the L of the piazza with his patent-leathered feet on the railing.

She came to him. She was dressed for travel in a tailor-cut gown with plaitings of Indian cloth on the front of the waist and with a black veil that could not hide the sparkle of her eyes.

She held out her hand, and then impulsively she took his head in her hands and kissed him.

What a thrill went through him!

He looked up—she was gone. Shortly he heard the rumble of the stage. Then he heard nothing—except that he imagined that he heard his heart beat.

He was all alone, and he let his head drop forward on his breast, and he cried as though his heart would break.

For, after all, he was only 6 years old.—*Kate Field's Washington.*

THE NEW AIR SHIP.

THE STRANGE LOOKING CRAFT FLOATS IN A STRANGE MANNER FOR THOSE WHO PAY.

CHICAGO, Feb. 15.—The famous and flighty Darius Green was a greater success than the present operator of the Pennington flying machine. The machine flies all right enough, but it flies after the fashion of a toy balloon, with a lifting force nearly as great as that possessed by the little red circus toy. In fact, the effort of one finger is enough to bring the ship to the ground from its lofty position near the ceiling of the big exposition building on the lake front.

The public is invited to see the ship—upon payment of the small sum of 25 cents, to watch the greasy-looking canvas bag float around for fifteen minutes. It is not an aimless journey, this fifteen-minute flight, for the big balloon goes round and round with almost mathematical precision. Several thousand people see the big gas bag every day, and all but about a hundred of these thousands are thoroughly disgusted with the claims of the inventors. This remaining hundred is made up of impressionable people who always stand ready to enthuse over anything new. They are the same people who went wild over unfortunate Marie Bashkirtseff's crazy utterances in her "journal."

SHE DON'T NAVIGATE.

The Mount Carmel Air Ship company has for months been promising to give a satisfactory demonstration of the air ship's success. The big ship that was promised to make the trip from St. Louis to Chicago over a month ago has never yet been seen—the only air ship that the public has had a glimpse of (at 25 cents a squint) is the big, sleepy looking, weakly gas bag at the exposition. The *News* correspondent is not attempting to throw cold water on a meritorious enterprise or display of inventive genius. He, in common with every other newspaper man in the city, is disgusted with the claims that the air ship people are making with so little foundation in fact. All Chicago is surprised that the management of the ship should not retire with its treasure rather than putting it up incomplete and unsatisfactory for a picayunish admission fee.

THE SHIP.

The model, which is not "now in successful demonstration at the exposition building," is about thirty feet long. In shape it reminds one of an abnormally large and fat sun fish. Some people say that it looks like a thick cigar. Perhaps it does—it looks like most anything but an air ship. It is made of varnished cloth, and in front of it there revolves a two fan propeller, which is run by a piece of twine belting that comes from a little motor that is carried under the machine. The tail is the rudder, and two awnings on the side allow the thing to settle to the ground easily. The ship does not carry its own electric power. The coils stand on the floor, and a wire runs from them to the motor that makes the propeller fan revolve. There is no car for passengers, and if there was the ship could not lift a wax doll. There is a canvas box under the long gas bag, and on its sides are three or four windows put on with a marking pot. The effect is amusing to a disinterested visitor, but to an air ship enthusiast it is disgusting.

Inventor Pennington claims that he will yet construct a ship of aluminum that will sail the air successfully and carry passengers. There are few who have faith in him. In a circular the management says that the big ship will be built. He says the buoyancy, screw, vacuum, aeroplane and parachute will be the principles that will run the machine to successful demonstration. "The screw principle," he says, "is used in this ship to propel, the same as in water. Water is a fluid, so is air. The screw will work in air better than in water, because the air is flexible. The vacuum principle on this ship is combined with the screw. The blades on the screw are shaped so that after the air is discharged on their outer diameter it is deflected at a point aft of the center of the buoyancy chamber and is utilized to force the ship in the same direction that it is traveling. The aeroplane principle is utilized the same way that a sail is used on a vessel. The parachute is used to retard the velocity of the air ship in its decent. It will be shown in the brief description of the ship how these principles are applied. The main part of the machine is the buoyancy chamber; this in shape is an elongated spheroid, being larger at the center and tapering symmetrically to a point at either end and looks like a large cigar. On the inside of this chamber are two compartments: one is a receptacle for gas and the other is used as an engine room. The engine that occupies this room is a three-cylinder rotary and propels the large wheel in front of the ship. The fuel that supplies this engine is gas and is fed direct. The main shaft on this engine is hollow, and the large propeller is keyed directly on to it. This shaft is made hollow to let the air pass through it to the cylinders to keep them cool. On the top of the buoyancy chamber is placed the sail. This extends its full length and can be manipulated so that the outsails will act to propel the ship as it does a sailing vessel in the water. Attached to this sail is the rudder that guides the ship either to the right or the left, and underneath this rudder is the tail. This tail is patterned after a bird's tail and is used to raise or lower the ship independent of the propeller wheels at the sides. On the sides of the chamber are placed the wings. These wings are so made that when the ship is descending they improvise themselves into parachutes, which makes the descent gradual. On each of these wings are placed two propeller wheels for raising and lowering the ship."

Mr. Pennington was doubtless very buoyant when he wrote the above description of his ship more so than the ship itself. The *News* correspondent, along with every other person in Chicago, would like to see the air ship succeed, but it will never do so until its backers go out of the show business and send Pennington and his big, weakly toy to the woods for some more thinking.—*Denver News.*

A Warning To Horse-Owners.

The Split Nail as this Nail is ordinarily termed the horse from which it was removed is taken to Worcester, Mass. [illegible]

DANGEROUS

The Putnam Nail

CANNOT SPLIT, SLIVER OR BREAK.

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AS YOU VALUE YOUR HORSE insist on your Blacksmith using the PUTNAM. It is absolutely safe.

Putnam Nail Co., Neponset, Boston, Mass.

Graefenberg PILLS.

They cure Headache, Biliousness, Liver Complaint and Indigestion. No griping or nausea. These

PILLS

Tone up the system and restore health to those suffering from general debility and nervousness. Sold by all druggists. 25c. per box.

Best for Women.

GRAEFENBERG CATHOLICON

Cures all forms of Female complaints, weakness, nervousness and general debility. Sold by all druggists.

Z. C. M. I. Drug Dept. Wholesale Agt.

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COFFINS, CASKETS

And Undertakers' Goods in Utah.

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21 AND 23 WEST TEMPLE STREET.

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CATARRH

It is constitutional and not a local disease, and therefore it cannot be cured by local applications. It requires a constitutional remedy like Hood's Sarsaparilla, which, working through the blood, eradicates the impurity which causes and promotes the disease, and effects a permanent cure. Thousands of people testify to the success of Hood's Sarsaparilla as a remedy for catarrh when other preparations had failed.

Stuffed-Up Feeling.

"I will say I have been troubled for several years with that terribly disagreeable disease, catarrh. I took Hood's Sarsaparilla with the very best results. It cured me of that continual dropping in my throat, and stuffed up feeling. It has also helped my mother, who has taken it for run down state of health and kidney trouble." MRS. S. D. HEATH, Putnam, Conn.

Hood's Sarsaparilla

Sold by all druggists. $1; six for $5. Prepared only by C. I. HOOD & CO., Apothecaries, Lowell, Mass.

100 Doses One Dollar

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Manufacturers of

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For Sale by Z. C. M. I., and dealers generally.

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DR. E. C. WEST'S NERVE AND BRAIN TREATMENT, a guaranteed specific for Hysteria, Dizziness, Convulsions, Fits, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the Brain, resulting in insanity and leading to misery, decay and death, Premature Old Age, Barrenness, Loss of Power in either sex, [illegible]

WE GUARANTEE SIX BOXES

[illegible]

Star Horse Nails

Polished or Blued.

Have been sold by Z. C. M. I. for over [illegible] years. They are the Best Nails Made, and guaranteed to give the best of satisfaction. Will hold a shoe as longer than any other.

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An Excellent Line of

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Call and be convinced that we carry in stock every delicacy required to

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Custom-Made CLOTHING.

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A Full Line of

Men's Solid STOGA BOOTS

Men's Fine Boots,

Men's Shoes,

Boys' Boots, Boys' Shoes,

AND

Ladies' and Misses'

SHOES and SLIPPERS.

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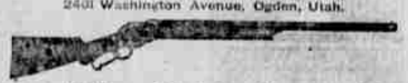

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We have a Carload of SAFETY BICYCLES. All Sizes. We offer a Boys Safety 24 inch for $25.00; Large Boys' 27 inch for $35.00; Ladies' and Men's 30 inch, $45.00.

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CEDAR POSTS, NAILS AND WINDOW WEIGHTS,

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REFUSED

—TO ANSWER—

THE FEDERAL GRAND JURY!

Released under Writ of Habeas Corpus

Appeals to Supreme Court.

RECENT CHICAGO AND OTHER EASTERN PAPERS CONvey the information that some dealers and several general freight agents of prominent railways have been adjudged guilty of violations of the Inter-state Act. In some cases a heavy fine was imposed; others were placed in custody. Every effort is being made to protect the shipper whether his consignments are a full car-load or a full train. Illegitimate competition of dealers is in this manner avoided. The Chamber of Commerce are also endeavoring to secure Lower Rates for Utah Territory, this city in particular, but up to this writing they have failed. The low tariff which prevailed in December, 1890, has just been advanced by the railway companies, February 7th.

We are pleased to inform the public that a full train of THIRTY-EIGHT CARS, worth nearly $200,000, was shipped from the East to this city. It left the manufacturers in December, BEFORE RATES ADVANCED, and contained a full line of

DEERE & CO. STEEL PLOWS,
OLIVER CHILLED PLOWS,
BAIN & MITCHELL WAGONS,
KAIN HARROWS,
WALTER A. WOOD MACHINES
AND
BINDING TWINE,
STAVER CARTS,
DAVIS BUGGIES,
GLIDDEN BARBED WIRE,
RUSSELL ENGINES, FROM 6 to 30 HORSE POWER.
RUSSELL SAW MILLS,
RACINE SPRING WAGONS and BUGGIES,
SWEET'S COMMON-SENSE SLEDS,
MEYER'S HAYING TOOLS AND PUMPS.

In fact it contained a little of everything that the Leading Implement House of the West could think of buying, with a view of filling the wants of a growing Territory and the demands of her intelligent citizens.

This immense train load consignment having been bought right, shipped right, the machinery must work right, and coming BEFORE THE ADVANCE IN RATES, enables us to

DEFY COMPETITON AND OFFER THE LOWEST PRICES!

Quality of goods considered. Our terms are elastic, providing reference is satisfactory. We will in extreme cases sell for cash.

Respectfully your friends,

Co-operative Wagon and Machine Co.

Feb. 16, 1891. Leading Implement Dealers.

GENERAL OFFICE: SALT LAKE CITY, UTAH.

BRANCHES: OGDEN, Utah. LOGAN, " EAGLE ROCK, Idaho MONTPELIER, "

We make a specialty of Car-lot orders, either from this city or manufacturers.

WE GUARANTEE FREIGHT RATES.

This suggests the advisability of dealers writing for prices and of farmers in one township joining hands to purchase a car lot and

SAVE MONEY!