KITTY'S FORTUNE.

She was seated on a rustic bench beneath the trees, and he paused moodily upon her and down before her.

"I don't understand it," he said, pausing at last. "You refuse me flatly, and yet you say you love me."

"I'm sorry, John—awfully sorry—but you must understand now that it's final. I have told you my reasons for the refusal, I have told you that they are good reasons, and you must see that they are good enough for me. I don't feel any of that fire for love, and, comprehending position, the money books tell about, but I have pride."

"Enough?"

"Indeed I do. But just look. Neither you nor I have a dollar, and we are both young and without prospects."

"I can make money, Kate."

"I don't believe it."

"You ought to give me a chance, Kitty. It's just hard. Wait a year and only give me a smile of hope, and I'll prove to you what I can do."

"It will do you no whatever," said the girl, firmly. "You can't make money. You haven't the gift. You're not thrifty. No, I won't wait at all. I won't delude you. I won't give a smile of hope. In fact, I am decided to put a speedy end to the romance. I am going away—off to the city to work my fortune. Good-bye, John—good-bye," and she laughed a little sadly—"I'm sorry I tried to send for you to come and share my fortune with me."

"The young man's face flushed.

"You've got a very poor opinion of me, Kitty."

"How hard you make it for both of us!" she exclaimed. "But listen, John. If I should marry you and have times come upon us as they would surely come, poverty and humiliation and grim and gaunt and unlovely, I should hate you. Yes, I should hate you. And you would perhaps take to drink or commit suicide. Oh, it's too tragic! It would be sinful to tempt fate that way."

"I didn't think of all that," he said tenderly. "I only knew that I loved you."

"And now, John, dear, dear John, good-bye," she said, rising. "Let us part friends."

He forced and caught her inadvertently. He arose and caressed her face with kisses, revelling that he would never let her go.

For a moment she drank in his caresses. Then, rising suddenly with herself free from him, she pushed him back.

"Leave me," she said. "I will never speak to you again."

* * * * *

It was late in the afternoon of a summer Sunday, and the park was filled with the usual restless and restless throng—gay ladies in gay costumes, tall, warm workmen with their wives, babies rolling under the trees, troops of bicycles whirling along the graveled ways, sunbeams, sky and sense, leaves whispering divine benisons into mortal—all the beauty and blood and brain and hope of the great city stretching itself out for an hour's rest and enjoyment.

A young maiden, standing alone by the shore of the lake, looked wearily at the stream of life that flowed by her. What did it matter to one of all that throng was lost, she imagined, for sympathy and companionship? How much alone and how lonely she felt!

A little farther down a young man stood, not so gaunt, not at the brain, nor at the water, but at the girl who seemed so forlorn.

"It looks like her," he murmured. "Older and whiter and thinner, yet so much like her—so she might have looked after sickness."

He came closer, and the girl turned about, facing him.

"John!"

"Kitty!"

It seemed a lame greeting. They clasped hands. Each looked at the other, thinking of the day they parted beneath the trees, uncertain as to how their friendship should be renewed.

"Have you been sick, Kitty?"

"No; do I look disjointed?"

"You look pale," he said gravely. "Has the city treated you unkindly?"

"It has given me my fortune, John."

"I am glad to hear it, glad indeed."

"Yes," she said, with a nervous little laugh, "luck at this dress, John, and at this hat year's hat and at these shabby boots. They tell the story I might be only too glad to conceal."

"Why, I thought you were in the very height of the style," he exclaimed. "I am sure I never saw you so handsome."

There was a look of glad pleasure in her eyes at this praise, but she shook her head.

"I'm a failure in the big town, John. And that's the fortune I found."

"She is no better. I have been here a year now, and my career has proved the truth of your prediction. When you refused me this time, Kitty, you were a fortunate girl."

"Do I look fortunate, John?" she asked softly.

"You look like an angel," he said and kissed as if he believed it.

"But you, you," and with critical eagerness she surveyed him from head to sole, "you look well dressed, sir. You have a watch and a diamond and patent leather shoes. Why, John, I declare, you are a regular swell."

"I get rich a week," he said, laughing.

"Think of it, and I only get $5. Twelve dollars a week! Why, John, I tell you that's divine."

"If I wouldn't advise a man to marry on it, would you, Kate?" he asked, trying to look in her eyes.

But she turned her head away and pretended not to hear.

"You wouldn't advise that, Kate?" he insisted.

"I know two young people who live in Harlem on that, and—and shyly.

"Suppose we try it, Kate?" he whispered.

"I don't deserve it," she said. "I have been a proud girl," and there were tears in her eyes, "but I have found out how wrong I was, John, and have been so lonely."—Chicago News.

WARMAN'S CAT STORY.

Puss Liked the Fast Mail Enough, but She Stuck to the Locomotive.

"You have heard of the railroad dog, of course," said Cy Warman. "Everybody has. But I'll venture to say that you never heard of a railway cat. Well, I used to have one. You know I used to fire on the Rio Grande Western. I got mixed up with one of those big mountain climbers in a week one time, and after that I quit the business cold and turned post. Well, now for the tabby.

"You know the exploits of the railroad dog have been recounted in dives and saloons—how he saved a train and the lives of the passengers from a fathomless pit or a dark yawning abyss and all that. Those are all stories of the railroader, of which the dog is the hero of the hour. My yarn is not like those old stories, for pussy was too well trained to do anything so rash as to save a train and thereby endanger her own life. In the first place, puss was a pet of the roundhouse where most of the railroad men loafed, and in consequence the cat took a liking to railroading.

"She was a remarkable traveler, and she preferred the longer of a twelve-hour run to a Pullman palace car. When the train would have a long wait at a side track or station, Miss Puss would descend from her perch on the pile of coal, or if the weather was inclement from the seat of the engineer, where she would sit looking out on the track ahead and jet in front of it also, and if it was lunch hour she would hunt up the kitchen door of the depot eating house. She was a great favorite and always had the best the house afforded. She was a beautiful cat. Her fur was jet black, and when the engine was running down the steep grades of the mountains she would hold her place on the top of the tender with all the grace and dignity imaginable, and if the wind was blowing she would ruffle up her black coat of fur as though entering a protest. Puss never missed a trip all the time I was on the road after she took the railroad fever.

"When I left the Western, puss had to choose between her owner and the big black monster that had carried her so many miles. I remember the day I went out to tell the big inanimate object goodby. I was very much attached to it. Why not? We had gone through a week together, and it had received the brunt of a collision with a big rock. I looked at the engine, which was steamed up ready to start on its trip, and soon saw puss mount to her perch on the cab. I spoke tenderly to her, and she acted her back and purred knowingly. When I told the boys goodby and called her, she came part way, looked up at me in an undecided manner and finally gave a pitiful meow and walked off toward the engine again. She kept up her habit for several years after that and finally was crushed to death in a wreck. She was found curled up on the box by the side of the inanimate form of the engineer. Both had died at the post of duty."—Chicago Inter Ocean.

Evading the Press Gang.

It was not an easy matter to get married in press gang times. Robert Miller, a Kirkwall man, found this to be the case. He returned from the whaling one autumn, fully resolved that he should take unto himself a wife. But the press gang was on his track, and he soon saw that if he was to get his heart's desire he would require to exert both pluck and perseverance. At length the fat fell right arrived. The company had gathered, and the minister was in the house of the bride, prepared to proceed with the ceremony, when the dreaded press gang made its appearance.

Ladies are not unusually of a belligerent disposition, but when they saw, as in this instance, the likelihood of a marriage being spoiled by interlopers they rose up in wrath against them. They assailed the members of the press gang both with tongue and missiles, so that these gentlemen were glad to beat a hasty retreat. After this little episode a back window of the house was thrown, and the bridegroom, dressed in woman's clothes, bounded into the room. The doors having been barricaded to prevent a surprise, the clergyman proceeded to perform the ceremony, and surely no bridegroom was ever married in such a strange garb! Miller was never captured. He lived to a ripe old age and was the first leadle of the Kirkwall Free church.—Chambers' Journal.

Breathing.

Learn to breathe properly and systematically and rhythmically and you may overcome insomnia, weak lungs, indigestion and even sensickness. This at least is the theory, as well as the science—at practice of the patients of the famous Dr. Oertel of Munich, who has elaborated a system of breathing that he has set forth in a large work on the subject. The breathing is done by count, or rather by steps—so many full deep breaths to a step, the number being regulated by the nature of the place where the walk is taken, whether it be level or an ascent or descent. The speed is regulated by the ailment and condition of the patient.

TOWNS OF SETTLED HABITS.

London and Philadelphia Alike in This Respect.

In her article on "The Myth of the 400," in Cosmopolitan, Mrs. Burton Harrison tells of an American calling upon a lady in London and finding her seated in a big chair by the window engaged in some sort of needlework. A young man came in and paid his respects, as it was her day at home, and then bowed himself out. Three years later the American was again in London, and again he called upon the lady. It was her day at home, and there she sat in the same chair by the same window with the same needlework, or some very like it, in her hand, and, more remarkable still, the same young man called and made the same remarks he had made three years before. Mrs. Harrison tells this anecdote to show how unchanged things are in England and how you are pretty sure to find people just about as you left them. The illustration is a good one, but I can match it with a better one over here.

I have the pleasure of knowing a family in Philadelphia who have lived in the same house for 40 years. As the children of this family grew up they developed a musical talent from four or five generations of men learned in the law as well as versed with the lyre. Every Sunday between 12 and 1 o'clock it was the custom of the father and the sons to play classic music, the father being first violin, one son viola, one second violin, the other violoncello. They played well, and as I lived nearer Philadelphia in those days than I do today I often dropped in at those rehearsals, as they called them.

Five years ago I was in Philadelphia on a Sunday. I had not seen my old friends in 15 years, but I was sure they were living at the old place. I walked around to the house, and as I mounted the marble steps I heard sounds of music. Could it be possible that a "reb-bearsal" was going on? Yes, sure enough. There sat the father, his hair snow white, with his violin tucked under his chin, and the three "boys"—fathers themselves—all playing away as they had been doing since they were children. To be sure, they were married men and did not live at home, but they met every Sunday morning at their father's for the usual music. I expect to run on to Philadelphia again before long, and, though it has been at least five years since I was at my old friend's house, I expect to hear the music on Sunday morning, for I shall return my visit as sure as to-morrow a Sunday.—Critic.

Deseret National Bank

U. S. DEPOSITORY — SALT LAKE CITY, UTAH.

CAPITAL $500,000. - SURPLUS $500,000.

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E. H. YOUNG, Cashier. SAFE DEPOSIT BOXES FOR RENT.

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Buys and sells Exchange, makes Telegraphic Transfers on the principal cities of the United States and Europe, and all points on the Pacific Coast. Issues letters of credit available in the principal cities of the world. Special attention given to the selling of Gold and Silver Bullion. Advances on consignments at lowest rates.

Particular attention given to collections throughout Utah, Nevada and adjoining territories. Accounts solicited.

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Established 1869.

A GENERAL BANKING BUSINESS TRANSACTED.

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Bankers,

160 MAIN STREET.

Great S. L. & Hot Springs Ry.

NOW OPEN TO FARMINGTON.

Direct Thru Wait and South Temple Streets. Time card in effect May 12, 1895.

Leave S. L.	Ar. Farmington.	Lv. Farm.	Arrive S. L.
7 00 a.m.	7 35 a.m.	7 40 a.m.	8 15 a.m.
8 00 a.m.	8 35 a.m.	9 00 a.m.	9 35 a.m.
10 00 a.m.	10 35 a.m.	11 00 a.m.	11 35 a.m.
1 00 p.m.	1 35 p.m.	2 00 p.m.	2 35 p.m.
3 00 p.m.	3 35 p.m.	4 00 p.m.	4 35 p.m.
5 00 p.m.	5 35 p.m.	6 00 p.m.	6 35 p.m.
7 00 p.m.	7 35 p.m.	8 00 p.m.	8 35 p.m.

Cars—Fan Coach, Hot Springs. Leave Salt Lake 7 00 a.m., 10 00 a.m., 1 00 p.m., 3 00, 5 00, 7 00, 9 00, 11 00 p.m. Leave Farmington 7 40 a.m., 9 00, 11 00 a.m., 2 00, 4 00, 6 00, 8 00 p.m.

Sundays only—Leave Salt Lake 9 00 a.m., 11 00 a.m., 2 00, 4 00, 6 00, 8 00, 10 00 p.m. Leave Farmington 9 40 a.m., 11 40 a.m., 2 40, 4 40, 6 40, 8 40, 10 40 p.m.

S. BANDEGEE, General Manager.

UNION PACIFIC — OVERLAND — WORLD'S PICTORIAL LINE

UNION PACIFIC SYSTEM.

THE THROUGH CAR LINE.

Effective Aug. 18th, 1895.

Short Lines and Direct to San Luis City, Denver, Pueblo.

ARRIVE

From all Eastern points ..... 9 15 a.m.
From Ogden, Portland, San Francisco and Ogden ..... 2 30 a.m.
From all Eastern points, Park City and Ogden ..... 4 15 p.m.
From San Francisco, Ogden, Utah Valley, Ogden and intermediate points 7 35 p.m.
From Denver, Colorado Springs, Pueblo and Ogden ..... 4 00 p.m.
From Terminal, Tooele and Garfield Beach ..... 4 00 p.m.

DEPART

For Ogden, Logan, Park City and all Eastern points ..... 7 00 a.m.
For Ogden and intermediate points ..... 10 00 a.m.
For Ogden, intermediate points, Portland, Helena, Butte and Puget Sound City ..... 4 45 p.m.
For all Eastern points ..... 4 00 p.m.
For Terminal, Tooele and Garfield Beach ..... 7 00 p.m.
For Logan, Park City, Eastern points ..... 7 00 p.m.
For Garfield Beach, Tooele and Terminal ..... 7 00 a.m.

Trains marked daily except Sunday.

Through Pullman Palace Sleepers, Local Improved Tourist Sleepers. Free Reclining Chair Cars. Elegant Day Coaches.

City Ticket Office, 201 Main Street.

Telephone 251.

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J. H. CLARK, Gen. Ticket Agt.
OLIVER W. MINK, Gen. Freight Agt.
R. KILLEST ANDERSON, Asst. Gen. Freight Agt.
JOHN W. DOUGALL, Treasurer.
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E. DICKINSON, General Manager.
E. L. LOMAX, G. P. & T. Agent.

RIO GRANDE GREAT SALT LAKE ROUTE WESTERN RAILWAY

STANDARD GAUGE.

CURRENT TIME TABLE. In Effect, March 31, 1895.

Leave Salt Lake City

No. 1—For Ogden, Provo, Grand Junction and all points East ..... 8.05 a. m.
No. 3—For Ogden and intermediate points ..... 7.40 a. m.
No. 5—For Ogden and intermediate points ..... 5.00 p. m.
No. 47—For St. Paul, Minneapolis, Omaha and all intermediate points ..... 7.30 p. m.
No. 49—For St. Paul, Minneapolis, Omaha and all intermediate points ..... 3.00 p. m.

Arrive Salt Lake City

No. 2—From Ogden and intermediate points ..... 10.40 a. m.
No. 4—From Ogden and intermediate points ..... 4.45 p. m.
No. 6—From Provo, Grand Junction and all intermediate points ..... 12.30 p. m.
No. 48—From Ogden, Portland, Butte, Helena and all points North ..... 3.30 p. m.
No. 50—From Ogden and intermediate points ..... 9.40 a. m.
No. 52—From Ogden and the West ..... 3.45 p. m.
No. 54—From Ogden and the West ..... 7.00 p. m.

Only line running through Pullman Palace sleeping cars Salt Lake City to San Francisco. Salt Lake City is the shortest route to show how unchanged things are in England and how you are pretty sure to find people just about as you left them. The illustration is a good one, but I can match it with a better one over here.

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Ticket Office, 10 W. 2nd South.

D. G. DOIGE, Gen. Manager.
E. E. BANCROFT, Traffic Manager.
F. A. WADLEIGH, Gen. Freight Agt.

Burlington Route

New Service.

TAKE R. G. W. RY.

Evening Train,
Leaving Salt Lake City, 7.40 p. m.
Connecting Daily with

Burlington Route.

Train No. 4 at Denver, for Omaha, Kansas City, St. Louis and Chicago.

Through Pullman Sleepers. Free Reclining Chair Cars, Dining Cars a la Carte. Secure Tickets at R. G. W. Ry. Office.

G. P. BELL, Gen. Pass. Agt. J. H. MULLAN, Gen. Agt.
Room 11, Grey Block, 10 W. Second South S. Salt Lake City, Utah.

WE INSURE YOU

A safe, pleasant and comfortable journey and see the finest and most well-baled trains in America. The finest trains on the Erie between CHICAGO AND NEW YORK are without a peer, and are

FREE

Of any Extra Charge. Don't forget it's the Erie, leaving Dearborn station, Chicago, City ticket office, 242 Clark Street. Going east or west you are on the train

FOR ONE NIGHT

And a day, and have all the comforts of home.

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DENVER & RIO GRANDE RAILROAD

SCENIC LINE OF THE WORLD

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EFFECTIVE NOV. 25, 1894.

Train No. 2 leaves Ogden 7.00 a.m., Salt Lake 8.05 a.m., arrive at Pueblo 6.05 a.m., Colorado Springs 7.35 a.m., Denver 10.30 a.m.

Train No. 4 leaves Ogden 8.15 p.m., Salt Lake 9.00 p.m., arrives at Pueblo 7.05 a.m., Colorado Springs 8.35 a.m., Denver 11.30 a.m.

Connections made at Pueblo, Colorado Springs and Denver with all lines east. Elegant day coaches, chair cars and Pullman sleepers on all trains. Take the D. & R. G. and have a comfortable trip and enjoy the finest scenery on the continent.

A. S. HUGHES, Traffic Manager. E. E. HOOPER, G. P. & T. A. Denver, Colo. Denver, Colo.

H. F. SEVIER, General Agent, Salt Lake City, Ut.

THE CHICAGO & EASTERN ILLINOIS.

The limited express for Kansas City, St. Louis, Chicago and all eastern, southeastern and southern points leaves the Rio Grande Western stations at Ogden and Salt Lake every day, via the Rio Grande Western, Colorado Midland, and

ATCHISON, TOPEKA & SANTAFE

Railroads, with Pullman palace sleepers and free reclining chair cars, via Denver and Colorado Springs, one change only. For particulars see George E. Lomax, General Agent Passenger Department, 10 West Second South Street, Salt Lake City, Utah.

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Are You Going to See the Fight?

The Santa Fe Route has named the very low rate of $10 from Denver, Colorado Springs and Pueblo, to Dallas and return, for the occasion—less than one fare for the round trip. Corresponding by low rates will doubtless be made from Utah points. Call at this office for full particulars.

GEO. E. GILMAN,
General Agent Passenger Department. No. 1 West Second South Street, Salt Lake City, Utah.

Horses Kick

is well known. It is their most vigorous way of expressing their displeasure. Nobody feels this as keenly as those who have to hold the shoes, nails, etc., in their mouths when one each side in ignorance of the danger that is liable to happen.

This is what happens. One part comes out which is stuck for stabbing, the other part is left in the horse's foot, and unless are the result of the Cold-Rolled and

Shearing Process

by which the fibres of metal are separated and not cut, which gives a point like the fingers. The nail is not can be easily distinguished by the rough edge among the nails near the point.

Putnam Nails

are exclusively Hot-Forged and Hand-Finished, and are made from the well-believed Swedish iron. This process makes the nail tough, and less liable to take a clinch, but can not chip nor split. Ninety of them go to a pound.

Absolutely Safe.

Because the nails do not split, chip, flake, fly off, or cause any injury to the shoe, they are the most economical and Perfect Fitting. Ask your shoe dealer for them.

Manufactured only by the PUTNAM NAIL COMPANY, Newport, Boston, Mass.

For sale by E. C. M. L. Clark Eldredge & Co., Western Hardware Co., Salt Lake Hardware Co., and Geo. A. Lowe, Salt Lake City, Utah.

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FOR SALE BY THE Deseret News Pub. Co.

PRICES: 35c. TO $1.85.

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SPECIAL

EXCURSION RATES

TO

SALT LAKE CITY,

October 1 to 6, 1895, via the

UNION PACIFIC,

For the First Grand Annual Eisteddfod, October 3 and 4, and the Sixty-fifth Semi-Annual Conference of the Church of Jesus Christ of Latter-day Saints, October 4, 5 and 6, 1895.

FROM	RATE	FROM	RATE
Lovell, Wyoming	$20 75	Card, Idaho	$ 4 25
Orchard	19 00	Cannon, Ter Lake	4 00
Dayton	18 25	Preston, "	4 25
Rock Springs	15 75	Franklin, "	4 25
Green River	14 50	Richmond, Utah	4 25
Granger, "	7 75	Smithfield, "	4 10
Evanston, "	7 50	Logan, "	4 00
Almy, "	4 50	Mendon, "	3 50
Park City, Utah	2 00	Cache Junction, "	3 25
Wanship, "	2 25	Calvin, "	3 00
Coalville, "	2 50	Collinston, "	2 75
Echo, "	2 50	Dewey, "	2 50
Morgan, "	2 25	Honeyville, "	2 25
Ogden, "	1 50	Brigham, "	2 00
Hooper, "	1 50	Willard, "	1 75
Syracuse Junction, "	1 50	Hot Springs, "	1 50
Layton, "	1 50	Bear River, "	1 50
Kaysville, "	1 50	Smith's Ranch, "	1 50
Farmington, "	1 50	Tylers, "	1 00
Lake Shore, "	1 50	Milford, "	6 00
Centerville, "	1 50	Smith's Ranch, "	6 00
Woods Cross, "	1 50	Black Rock, "	5 75
Terminal, "	1 50	Clear Lake, "	5 25
Tooele, "	2 00	Gusie, "	4 50
Lola, "	2 50	Leamington, "	3 50
Halfway House, "	2 75	Joab, "	3 25
Lake Point, "	3 00	Nephi, "	3 00
Garfield, "	3 50	Moss, "	2 50
Saltair Junction, "	3 50	Santaquin, "	2 25
Guardhouse, "	3 50	Payson, "	2 25
Jordan, "	3 50	Benjamin, "	2 25
Opal, Wyoming	8 00	Spanish Fork, "	2 25
Oakville, "	8 00	Springville, "	2 10
Mountpelier, Idaho	8 50	Provo, "	2 00
Soda Springs, "	7 00	Lake View, "	1 70
Bancroft, "	7 00	Pleasant Grove, "	1 50
Grays Lake, "	6 00	American Fork, "	1 25
Montpelier, "	8 50	Lehi, "	1 25
Kimama, "	10 50	Lehi Junction, "	1 25
Shoshone, "	11 50	Orem, "	1 00
Bellevue, "	15 75	Sandy, "	50
Hailey, "	15 25	Junction, "	50
Ketchum, "	15 25	Riverside, "	50
Beaver Canyon, "	12 00	Germania, "	25
Dubois, "	11 00	Murray, "	25
Market Lake, "	9 00	Canyon, "	25
Idaho Falls, "	8 50	Jordan, "	25
Blackfoot, "	7 50	Silver City, "	25
Pocatello, "	7 00	Mammoth, "	25
Portneuf, "	6 50	Herculaneum, "	25
Downey, "	5 00	Bush Valley, "	25
Gifford, "	4 25	Fairfield, "	25
Garrow, "	4 25	Cedar Fort, "	25

For above occasion excursion tickets will be sold to Salt Lake City as follows:

SELLING DATES.—From Pocatello, Cache Junction, Echo, Juab, Eureka, Terminus and intermediate points, October 1st to 6th, from all other points October 1st to 5th. Tickets sold at Ogden, Payson, points intermediate, and points on Utah & Nevada and Salt Lake & Western branches, will be good returning until October 14th. Tickets sold at all other points will be good returning until October 12th.

Special Trains will be run from Ogden, Juab and intermediate points and on Utah & Nevada Branch. See bills for time cards.

D. E. BURLEY,
General Agent Passenger Department.

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Our GOODYEAR WELTS, for Ladies and Gentlemen, are Unsurpassed.

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HOME COMFORT

ROLL OF HONOR.

THREE GOLD
THE ONE SILVER MEDAL
THE WORLD'S INDUSTRIAL AND COTTON CENTENNIAL EXPOSITION, NEW ORLEANS, 1884 and 1885.

HIGHEST AWARD
NEBRASKA STATE BOARD OF AGRICULTURE, 1887.

DIPLOMA
ALABAMA STATE AGRICULTURAL SOCIETY, At Montgomery, 1888.

AWARD
Chattanooga Valley Exposition, Columbus, Ga., 1888.

HIGHEST AWARD
25th ANNUAL FAIR
ST. LOUIS AGRICULTURAL & MECHANICAL ASSOCIATION, 1888.

SIX
HIGHEST AWARDS
WORLD'S COLUMBIAN EXPOSITION CHICAGO, 1893.

HIGHEST AWARDS
WESTERN FAIR ASSOCIATION, LONDON, ONT., 1893.

SIX GOLD MEDALS
MIDWINTER FAIR, 1894.
San Francisco, Cal., 1894.

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