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 3.20 pm	Lv 6.40 am	Lv 6.35 pm	Lv 10.10 am			Ogden	15.00	280	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
" 4.00	" 7.20	" 6.38	" 10.34	8	.45	Summit	14.60	272	Lv 4.58	Lv 8.18	Lv 10.34	Lv 7.40
" 4.35	" 7.45	" 7.00	" 10.55	16	.90	Haysville	14.20	264	" 4.35	" 7.55	" 9.54	" 7.00
" 5.05	" 8.25	" 7.14	" 11.09	22	1.30	Farmington	13.85	258	" 4.21	" 7.41	" 9.29	" 6.35
" 5.20	" 8.45	" 7.28	" 11.20	25	1.40	Centerville	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	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

	No. 3. FREIGHT.	No. 1.	Distance, Miles.	Fare	STATIONS.	Fare	Distance, Miles.	No. 2.	No. 4. FREIGHT.
	Lv 7.00 am	Lv 2.00 pm	37		Salt Lake		243	Ar 10.00 am	Ar 5.25 pm
	" 7.30	" 2.18	43	2.30	Morgan	12.70	237	Lv 9.37	Lv 4.55
	" 7.50	" 2.28	44	2.35	Germania	12.65	236	" 9.33	" 4.28
	" 8.00	" 2.34	46	2.45	Lovendahl's	12.55	234	" 9.27	" 4.15
	" 8.15	" 2.43	49	2.65	Junction	12.35	231	" 9.19	" 4.00
	Ar 8.30 / Lv 9.15	" 2.48	50	2.70	Sandy	12.30	230	" 9.15	Ar 3.50 / 3.25
	" 9.35	" 3.00	54	2.90	Draper	12.10	226	" 9.00	Lv 3.00
	" 11.00	" 3.40	68	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	" 4.06	74	3.95	Pleasant Grove	11.05	206	" 7.55	" 1.10
	Ar 12.20 pm / Lv 12.40 pm	" 4.30	85	4.50	Provo	10.50	195	Lv 7.28 / Ar 7.05	Lv 12.20 / Ar 11.45 am
	" 1.08	" 4.44	90	4.80	Springville	10.20	190	Lv 6.51	Lv 11.22
	" 1.25	" 4.58	95	5.10	Spanish Fork	9.90	185	" 6.38	" 11.00
	" 2.00	" 5.20	[illegible]	5.50	Payson	9.50	17[illegible]	" 6.16	" 10.25
	Ar 2.30 / Lv 2.50	" 5.35	108	5.75	Santaquin	9.25	172	" 6.03	Ar 10.00 / 9.40
	" 3.45	" 6.07	[illegible]	6.40	Mona	8.60	160	" 5.30	Lv 8.48
	" 4.23	" 6.29	128	6.85	Nephi	8.15	152	" 5.08	" 8.07
	Ar 5.30	Ar 7.05	[illegible]	7.60	Juab	7.40	138	" 4.30	" 7.00

	MIXED	Distance, Miles.	Fare	STATIONS.	Fare	Distance, Miles.	MIXED
	Lv 7.3[illegible]	142		Juab		138	Ar 4.00 am
	" 8.15	161	8.05	Mills	6.95	129	Lv 3.15
	" 9.40	[illegible]	8.90	Lemmington	6.10	1[illegible]3	" 1.50
	" 11.05	[illegible]	9.90	Riverside	5.10	95	" 12.25
	" 11.45	[illegible]	10.35	Deseret	4.65	86	" 11.45 pm
	" 1.15 am	[illegible]	11.35	Neels	3.65	67	" 10.15
	" 3.35	[illegible]	12.85	Black Rock	2.20	39	" 7.55
	Ar 5.20 / Lv 6.30	263	14.00	Milford	1.00	17	Ar 6.10 / 5.15
	Ar 8.30	280	15.00	Frisco			Lv 4.00

No. 3 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the B. 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 San Pete and Sevier Valley; at Juab for Fillmore 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.

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. JAMES SHARP, Ass't Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.

1606

MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL 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; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, 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 Harlan. 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 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. 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. R.
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'gr Agt., Chicago, Ill.

ASTHMA Quickly and Permanently CURED

Dr. Stinson's Asthma Remedy is unequaled as a positive Alterative and Cure for **Asthma and Dyspepsia**, and all their attendant evils. It does not merely afford temporary relief, but is a permanent cure. Mrs. B. F. Lee, of Belmore, O., says of it: "*I am surprised at the speedy effects of your remedy. It is the first medicine in six years that has loosened my cough and made expectoration easy. I now sleep all night without coughing.*" If your druggist does not keep it, send for treatise and testimonials to

H. P. K. PECK & CO., 853 Broadway, New York.

U. P. R. R.

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

LEAVE.

Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, 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 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.
G. H. CLARK, Gen'l Superintendent.

THE FRENCH & GERMAN LANGUAGES

Taught according to the most approved system, by

J. H. HEMAN, Teacher,

First South Street,

Opposite Continental Hotel, Salt Lake City.

Private Lessons, 50cts. per Hour.
Class " 25 " "
Class of 30 Lessons, in advance, $5.00.

☞ Every evening, except Sunday, from Seven 'till Nine o'clock.

FOR SALE.

STUDENTS' NOTE BOOKS AT DESERET NEWS OFFICE.

PERFECTION BAKING POWDER.

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

Laboratory of the Health Department, Chicago, Aug. 3, 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	39.06	0.00	39.06
DR. PRICE'S CREAM	38.18	0.12	38.30
ROYAL	38.10	0.13	38.23

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.

KIRK'S STANDARD SOAPS

ESTABLISHED 1839.

Annual Production over 40,000,000 lbs.

B. F. Brown & Co.,

BOSTON, MASS.

HIGHEST AWARD and ONLY MEDAL, Paris Exposition 1878.

Manufacturers of the celebrated

FRENCH DRESSING AND SATIN POLISH.

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.

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.

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.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express. Except Sunday.

With the popular vestibule Sleeping Car.

Reaches Pittsburg 7.30 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 Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 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 Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 9.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 8.40 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.

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

C AND 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. 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.

It 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. ☞ AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2d V. P. and Gen'l Manag'r, Chicago.

WILLIAMS' LIGHTNING CURE!

Best Family Medicine of the Age!

THOUSANDS TESTIFY TO ITS WONDERFUL CURATIVE POWERS!

☞ Always ask for WILLIAMS' LIGHTNING CURE and take no other. Every Bottle warranted to give satisfaction.

50cts. and $1,00 per Bottle.

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PREPARED BY

W. H. WILLIAMS,

Corner of First and Best Sts., Ogden.

SOLD BY ALL DEALERS.

EVENING NEWS.

Wednesday, - - Nov. 30, 1881.

Correspondence.

KANOSH, Millard County, Utah, November 24, 1881.

Editor Deseret News:

We are having interesting times: eight babies born in our little town within a month.

The recent arrival of Brother Anthony Paxton from a mission to the Southern States, who received a general welcome home and was serenaded by the Kanosh Choir.

A committee was appointed last Sunday to get up a programme of a series of lectures, to be delivered weekly in connection with our Sabbath School.

We had the benefit and pleasure of a visit from President Hinckley, last Sunday, who gave us some very timely counsel regarding railroad working, for which our settlement has had quite a fever the last two years. He showed the demoralizing effect generally of such camp life; and proved to a demonstration that those who remained at home and raised their own potatoes, and squash, came out in the end both temporally and spiritually ahead; counsel which many of our returning brethren, after a summer's toil on the railroad, can very keenly appreciate.

But the great event of the last week has been the advent (in our generally quiet burg) of the Presbyterian preacher from Fillmore; the town was duly placarded, advising the people that the Rev. Mr. Huff would be down at Kanosh, accompanied by an efficient choir, and that they would preach and sing to the people. Our meeting-house was offered to his agent free of charge, and accepted. One of our brethren also loaned his new organ, and the people filled the house; some of the locals who admitted they had not been to meeting for two years, were moved at the novelty and put in an appearance. The congregation was kept waiting for about an hour, during which time they amused themselves with singing, and extempore speeches. The Rev. gentleman is a young man of pleasant address, reads his discourse, (rather pedantically) which at best would appear rather dry meat for "Mormon" worshippers, but in this instance it did not rise to the dignity of the Apostolic admonition of "milk for babes," and the fossils had a wet blanket thrown upon their hopes, of at least something that would awaken a new thought, but it was only an offering again of the dry husks that many of them had cast away forty years ago. It has been quite amusing to hear the simple chagrin of many of the children, and the quaint narration of their disappointment is really laughable, they act as though they had been offered a very nice cake, but upon close examination, discovered it to be painted plaster.

The gentleman's text was taken from the tenth chapter of John ninth verse. "I am the door, etc.," but according to the Presbyterian theology the door has no hinges, bars or bolts, it is simply a suspended rag, which blows in any direction according to the fancy of those who desire to enter. How different from Paul's mode of entry, John's proclamation, Peter's instruction, and Christ's positive command.

The choir consisted of two ladies, one of whom is a very fine singer and musician. They sang five pieces, three of which our own choir frequently sing; they were on hand and assisted on this occasion.

Now, sir, the Latter day Saints are proverbially cosmopolitan in their sympathies, liberal and courteous in their treatment of strangers, especially to Christian ministers, notwithstanding the treatment our Elders almost universally receive under similar circumstances is of the very opposite nature. We are fully aware that many of those sent as missionaries into our midst would be delighted to receive some rebuff or discourtesy, that they might blazon it abroad as evidence of the great danger they run in trying to convert the terrible "Mormons," and so move upon the sympathies of those who supply the funds, which is the soul of these wornout systems of expedients. Recently in Fillmore a playful urchin was overheard making some unbecoming remark. One of the missionaries passing caught it and appropriated it, as if directed to them, so anxious are they for a cheap martyrdom. Now that urchin little dreamed of being published in the "Orthodox Kite," and probably becoming as notorious as that other naughty boy, who would not come down from the apple tree, until the "old man" "was compelled to try what virtue there was in stones."

But whilst we would be liberal and kind, and sedulously avoid the slightest cause for offence, we believe there is a limit to every virtue; and as these ladies and gentlemen are paid to come amongst us with the avowed purpose of undermining, (if possible) the institutions of the Latter-day Saints, it is sugested that the future use of our meeting house to the same parties should be conditional, or that the subject matter of the discourse shall be debated immediately after its delivery. And as the Latter-day Saints are accused of being "densely ignorant," this new light may reasonably be expected to gladly accept these terms, as a ready means of extending its luminosity, and the children being the chief objects of his missionary anxiety, will have a fair chance to judge of the intelligence and consistency, of their own home teachers, and those who come with the subtle sophistry of a blighting friendship to rob them of their father's councils and lead them into darkness.

We believe it is the duty of every Elder of Israel to stand guard over his own, and his neighbors child; and see that the tender vines are not bent by unhallowed hands. But give them a chance to grow up erect, under the pure and vitalizing influence of the gospel of Jesus Christ, as restored again in these last days through the Prophet Joseph Smith.

Of course there are some silly fish that will bite at anything that glitters regardless of the concealed hook and its consequences. But no man or woman who ever tasted of the sweet testimony of Jesus can be caught with the chaff these poor hirelings have to offer. We have only heard of one conversion, and that in a quarter where no religion was supposed to be lurking.

But it really is instructive to see what incongruous combinations can be effected with the silly hope of "bursting Mormonism." "Mormonism" is of God, gentlemen; and at best ye are but men. Take a little counsel of "Gamaliel," Acts V., 38-40, and do not let your vanity make your names a byword amongst strangers.

God bless the lovers of truth and justice of all creeds.

I remain, your brother in the gospel,

GEO. CRANE.

A BRITISH HEROINE.

THE BATTLE OF BRUNKER'S SPRUIT—HER WOUNDS.

The good ship *Duart Castle* has just brought home to Portsmouth a very remarkable woman, who is a fit and proper candidate for the newly appointed Order of St. Catharine, so highly esteemed by nursing sisters who bear an English name. From the same vessel was recently disembarked Major McGregor, of the Royal Engineers, who advanced up the Majuba Hill that fatal day with one hundred and twenty men, but only brought three back to tell the story of the disastrous engagement; but of all those on board there was no more notable person than Mrs. Smith, the widow of the bandmaster of the Ninety-fourth regiment of foot, who has so acted as richly to deserve the title of heroine, even in days when chivalry is, comparatively speaking, a dead letter. Details have yet to be supplied in order to account for the presence of Mrs. Smith at the battle of Brunker's Spruit. A soldier's wife is seldom at the front. Her heart indeed is there, but her loving eyes are spared the horrors of the actual conflict. She is at home tortured with an intolerable longing, or creeping as far as she dare to the din and turmoil of battle; but as a rule she has to wait like the rest of us to hear the upshot by word of mouth tenderly conveyed, or by the curt uncertainty conveyed in the telegraphic dispatch. The wife of a bandmaster in one of our line regiments appears to have been an exception to this inevitable rule, for she was not only there when the fighting took place, but was accompanied by her little daughter, three years old. At the battle of Brunker's Spruit the husband of this marvelously brave woman was shot dead at her side. Such a shock would be enough to paralyze a woman of ordinary nerve and render her for a moment helpless. To leave so attached a friend, and, as the ancients used to say, "so dear a head," amid the agonizing horrors of the blood-stained battle field, is not what many women could or would have done, no matter how strong their inclination or sense of duty. But brave Mrs. Smith, the bandmaster's wife, did far more than this to entitle her to the just name of heroine. Her husband was shot dead; she was herself wounded in the head, and so was her little daughter. No matter how serious her own wound was, it is quite certain that her child's injury was not very severe, or she would not have left it even for an instant. There were, however, cries so poignant, so searching, so full of exquisite anguish, that this good woman was irresistibly roused to the grand duty of humanity. Thinking little of her own wound, leaving the body of her dead husband, and comforting her injured child, this soldier's wife became for the moment a saint. In what she did she was dead to the world and all its selfishness, and she became transcendent, if the story be true.

Her child had been wounded; but there were others who would have died had it not been for the heroic devotion of this noble creature. Her call was not to the dead but to the dying. A nurse was wanted, and she could not turn a deaf ear to so many sad appeals. While the fight lasted the wife of the dead bandmaster busied herself with her husband's dying comrades. She brought them water when the were parched with thirst; she staunched their gaping wounds; while men were crying for help around her she tore up her own clothing and bound it round the bleeding limbs; she, neglectful of her own sorrow, appeared where she was most needed, comforting others, while her heart was dead within her breast; and it was not until the din of battle, like some terrible thunder-cloud, had rolled away, that the reaction came, and with it the horror of her forlorn condition.—*London Telegraph.*

"I can highly recommend the well known German Remedy, St. Jacobs Oil, to all afflicted with either rheumatism or neuralgia, as it has never failed to cure," writes Mr. F. Huhn, 803 H street, N. E., Washington, D. C.

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A GOOD GIRL TO DO HOUSE WORK. Apply at this office.

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IN THE MATTER OF THE ESTATE OF HARRIET F. BROWN, DECEASED

PURSUANT TO AN ORDER OF SAID Court in said matter, notice is hereby given that Saturday the 3rd day of December, A. D. 1881, at 10 a.m. of said day, at the County Court House in Salt Lake City, has been appointed by said Court the time and place for hearing of a petition of William Brown, praying that a certain document therewith filed, purporting to be the last will and testament of Harriet F. Brown, deceased be admitted to probate, and that letters of administration with the will annexed issue to petitioner, at which time and place all persons interested may appear and oppose the probate of said will.

Dated Salt Lake City, November 21st, 1881.

D. BOCKHOLT, Clerk of Probate Court, Salt Lake County, Utah.

d 2 td

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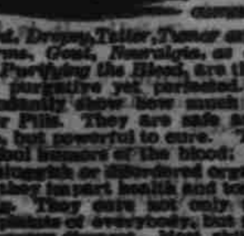

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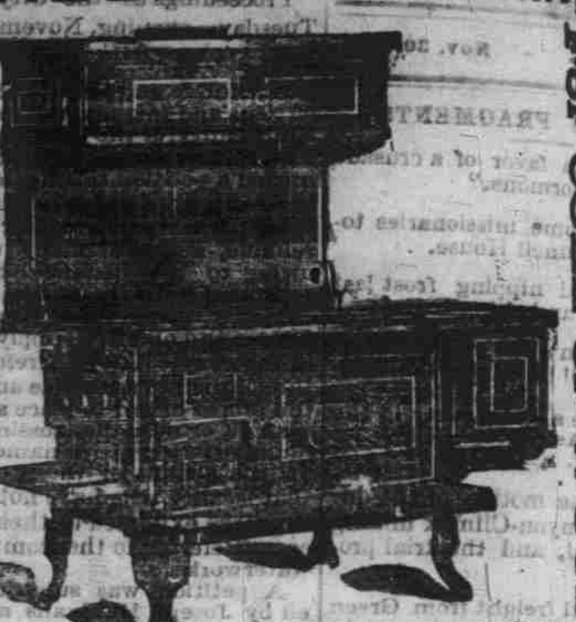

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