UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH. No. 7. Freight.	No. 5. Freight.	No. 3. Passenger	No. 1. Passenger	Distance. Miles.	Fare	STATIONS.	Fare	Distance. Miles.	No. 2. Passenger	No. 4. Passenger	No. 6. Freight.	No. 8. Freight.
Lv 3.20 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			....Ogden....	15.00	230	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
" 4.00 "	" 7.20 "	" 6.38 "	" 10.34 "	9	.45	....Summit....	14.00	272	Lv 4.38 "	Lv 8.18 "	Lv 10.34 "	Lv 7.40 "
" 4.35 "	" 7.55 "	" 7.00 "	" 10.55 "	16	.85	....Kaysville....	14.30	264	" 4.25 "	" 7.55 "	" 9.54 "	" 7.03 "
" 5.06 "	" 8.25 "	" 7.14 "	" 11.09 "	22	1.20	....Farmington..	13.86	258	" 4.21 "	" 7.41 "	" 9.39 "	" 6.26 "
" 5.30 "	" 8.45 "	" 7.28 "	" 11.20 "	28	1.60	....Centerville...	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
" 5.45 "	" 8.57 "	" 7.31 "	" 11.33 "	35	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 "
		FREIGHT.								FREIGHT.		
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.00 am	Ar 5.25 pm		
		" 7.30 "	" 2.28 "	43	2.30	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.38 "	44	2.35	....Germania....	12.55	236	" 9.32 "	" 4.52 "		
		" 8.00 "	" 2.54 "	46	2.45	....Lovendahl's....	12.54	234	" 9.27 "	" 4.18 "		
		" 8.15 "	" 2.63 "	49	2.65	....Junction....	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.30 "	" 2.43 "	50	2.70	.....Sandy.....	12.30	230	" 9.15 "	" 3.50 "		
		Lv 9.15 "								Ar 3.35 "		
		" 9.35 "	" 3.00 "	64	2.90	.....Draper.....	12.16	228	" 9.00 "	Lv 3.00 "		
		" 11.00 "	" 3.40 "	68	3.65	.....Lehi.....	11.28	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							Lv 7.25 "	Lv 12.30pm		
		Lv 12.40pm	" 4.20 "	85	4.50	.....Provo.....	10.50	195	Ar 7.05 "	Ar 11.40am		
		" 1.03 "	" 4.44 "	90	4.80	....Springville...	10.20	190	Lv 6.31 "	Lv 11.22 "		
		" 1.25 "	" 4.58 "	96	5.10	..Spanish Fork..	9.90	184	" 6.28 "	" 11.00 "		
		" 2.00 "	" 5.20 "	105	5.50	.....Payson.....	9.50	177	" 6.16 "	" 10.25 "		
		Ar 3.30 "								" 10.00 "		
		Lv 2.50 "	" 5.55 "	108	5.75	....Santaquin....	9.25	172	" 6.03 "	Ar 9.40 "		
		" 3.45 "	" 6.07 "	120	6.40	.....Mona.....	8.60	160	" 5.30 "	Lv 8.45 "		
		" 4.23 "	" 6.29 "	128	6.85	.....Nephi.....	8.15	152	" 5.08 "	" 8.07 "		
		Ar 5.30 "	Ar 7.05 "	142	7.60	.....Juab.....	7.40	138	" 4.30 "	" 7.00 "		
			MIXED.						MIXED			
			Lv 7.35 pm	142		.....Juab.....		138	Ar 4.00 am			
			" 8.15 "	151	8.05	.....Mills.....	6.95	129	Lv 3.15 "			
			" 9.40 "	167	8.90	..Lemmington ..	6.10	118	" 1.50 "			
			" 11.05 "	185	9.90	....Riverside....	5.10	95	" 12.25 "			
			" 11.45 "	191	10.35	.....Deseret.....	4.65	86	" 11.46 pm			
			" 1.15 am	213	11.25	.....Neels.....	3.65	67	" 10.15 "			
			" 3.05 "	241	12.85	..Black Rock....	2.20	39	" 7.85 "			
			Ar 5.20 "						" 6.10 "			
			Lv 5.30 "	268	14.00	.....Milford.....	1.00	17	Ar 5.15 "			
			Ar 5.30 "	280	15.00	.....Frisco.....			Lv 4.00 "			

No. 6 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. 5 Train, leaving Salt Lake City at 2:40 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.

No. 8 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for all points East, and the West.

No. 7 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the R. G. 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.

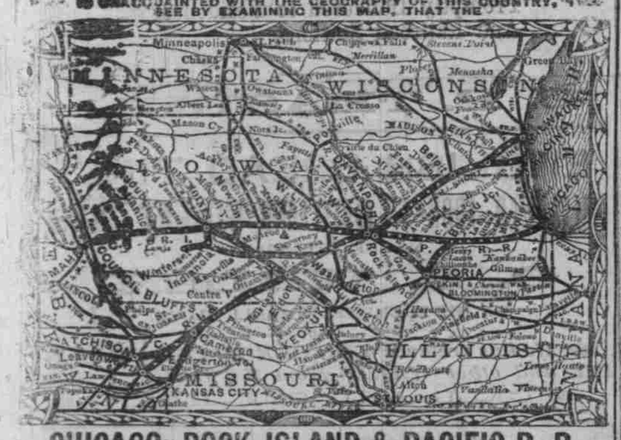
No. 1 Train connects with the stage at Nephi for San Pete and Sevier Valley; at Juab for Pilmore and Millard County; also at Milford with stage for Southern Utah.

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.

MAN

IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, UNTIL HE SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

The main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Princeton, 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, Bellevue, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Moulton, Chariton, Princeton, and Des Moines; Ottumwa to Monroe, Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only road, 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 cents, or a-la carte if you prefer.

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. On other lines because of our Palace Cars we have 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 P. 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 Isld & Pac. 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. in Neb.

At COLUMBUS JUNCTION, with B., C. R. & N. "I. S."

At OTTUMWA, with Central Iowa R. R. W. St. L. & Pac. and C. B. & Q. R. Rds.

At KEOKUK, with Hannibal & St. Joe, Ham. & St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At ATCHISON, with Atch., Topeka & Santa Fe, Atch. & Neb. and Cent. 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 Agt., Chicago, Ill.

ASTHMA

Quickly and Permanently CURED

Dr. Stinson's Asthma Remedy is unequaled as a positive Alternative and Cure for Asthma and Dyspepsia, and all their attendant evils. It does not merely afford temporary relief, but is a permanent cure. Mrs. R. F. Lee, of Belmore, O., says of it: "*I am surprised of 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

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Three Doors South of Walker House,

MAIN ST., SALT LAKE CITY,

Better Accommodations at Less Rates than any other Second-Class House in the City.

Terms $1.00 to $1.75 per Day.

SINGLE MEALS 25 CENTS.

W. A. PITT, Proprietor.

☞ *Street Cars pass to and from Depot.*

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Z. C. M. I., Sole Agents in Salt Lake City.

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H. B. CLAWSON,

1214 & 1216 South Temple St., Corner of Main.

HIGHEST MARKET PRICE PAID for WOOL!

Furs, Tallow, &c.

WOOL

HIDES,

☞ TWINE to tie Fleeces and WOOL SACKS furnished FREE. We have in stock the CELEBRATED WARD & PAYNE and "KANGAROO" SHEEP SHEARS, VERY CHEAP; also, PURE NATURAL LEAF TOBACCO and KENNEDY'S DISSOLVED SULPHUR, EXTRACT of TOBACCO, Etc.

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 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.

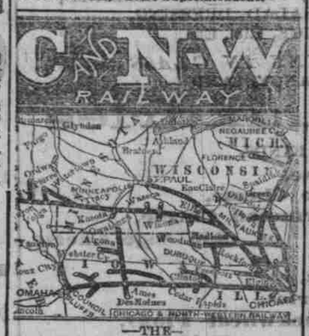
At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

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 Building House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, General Ticket Agent, Omaha.

C. R. CLARK, Gen'l Superintendent.



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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.

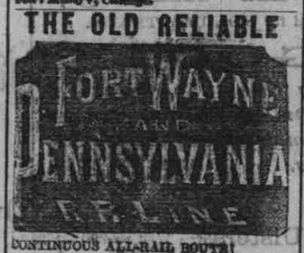
If you wish the Best Traveling Accommodations you will buy your Tickets by this Route. ☞ *AND WILL TAKE NONE OTHER.*

All Ticket Agents sell Tickets by this Route.

MARVIN HUGHITT, Rec'r & V. P.

Gen'l Manager, Chicago.

THE OLD RELIABLE



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

—FROM—

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—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 3.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 6.50 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 3.20 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 6.00 a.m.; New York 10.05 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. E. WYNNE, General Passenger and Ticket Agent, Chicago.

EVENING NEWS.

Tuesday, Dec. 27, 1881.

RELIGIOUS SERVICES.

The usual Sabbath services of the Church of Jesus Christ of Latter-day Saints were held in the Salt Lake Assembly Hall yesterday afternoon.

The choir sang the opening hymn:

Mortals awake! with angels join,
And chant the solemn lay.

Prayer by Elder John Irvine.

Midst scenes of confusion and creature complaints,
How sweet to my soul is communion with saints.

Elder C. W. Penrose addressed the congregation. He was glad that so many of the Latter-day Saints in this city had come together on this day of feasting, as generally observed in the world, to worship God. This is the purpose to which the Sabbath should be devoted. It should be a delight to keep the Sabbath. It is so to those whose hearts are set upon the things of God's kingdom. If our desires are turned in that direction our joy will increase, and the performance of works of righteousness will become more easy to us. What is called Christmas day is celebrated in the world as the anniversary of the birth of Christ, who was the Son of Mary and the Son of God. Whether the 25th of December is the proper day we shall not know discuss. Jesus differed from mankind because He kept all the commandments of God, and therefore death had no power over him. He had power to lay down his body and to take it up again. He overcame the world, the flesh and the Devil. He laid down His life voluntarily for His brethren. He was predestined to lay down His righteous life that the door of redemption might be opened wide to all who choose to enter. The Latter-day Saints can enter into the celebration of this day with earnestness. They can do so with considerable understanding. They do not only contemplate His existence before assuming His early mission, His life and example on this planet, His relinquishment of the life of this body, His ascension into heaven, but they have also a hope, an assurance and some understanding of His anticipated coming with power and great glory, to subdue all things upon this creation and reign over all the earth. When we say that Jesus was the Son of God, we mean just exactly what that language implies. God was the father of His spirit and His body as well. He was the first born in the spirit and the only begotten in the body. In the spirit we are the children of the same Being, and so far as Christ's brethren. John the Baptist, the forerunner of Christ, was baptizing the repentant believers for the remission of sins. Jesus submitted to that ordanance, not because He had committed any sin, but that He might set a pattern to to all his followers, and fulfil all righteousness. From that time He went about doing good. His sermon on the mount is one of the most beautiful and forcible ever delivered. He came to the world as a revealer of truth. He had power to heal the sick, cast out devils, and even raised the dead. These great works were performed among those who had faith in Him. Faith was one of the conditions to these manifestations, hence He would say to those who were healed, "thy faith hath made thee whole." He came to seek and to save that which was lost. He came as a Savior, not as a destroyer nor accuser. When He fed the multitude with a few loaves of bread and fishes, He gave the world a lesson in liberality, and when He commanded that the fragments be gathered up that nothing might be lost, He also gave a lesson in economy. Some were inclined to be sceptical about that miracle. The Elders of this Church in their travels among the poor have seen many instances of blessings of this character, when food has been blessed and enlarged in times of necessity. In times of scarcity in those vallies, many manifestations similar to the replenishment of the widow's cruse of oil have been experienced. "All things are possible to them that believe." Christ fed the multitude on natural principles that are beyond our comprehension. Such was the case also in the instance of His walking upon the water. Peter was enabled to do so as long as he had faith. When that failed he began to sink. Judas betrayed Jesus with a kiss, which was the sign by which the officers were to know Him. He was crucified, and while there hanging He was scorned and taunted. He was laid in the tomb, from which he came forth. He ascended to His Father, and also appeared to His disciples, who handled Him, for he was a tangible being. In the interim between His crucifixion and resurrection He went in the spirit, and preached to the spirits in prison, and opened the gates of liberty to the captive. He then preached the gospel of salvation. Certain of His brethren beheld the ascension of the Savior, when two personages in white raiment told them that that same Jesus whom they saw ascending would yet descend to the earth. When Joseph Smith received his first heavenly visitation, it was the Father and the Son who appeared. The Father did not say much, but told Joseph to hear His Son. The name of the Son is a keyword of power. It is the only name under heaven whereby salvation can be obtained. Although we may not see Jesus Christ, we may all have a testimony that He lives. Men who lived in Palestine saw Jesus Christ after His death and rising, and their testimony has been placed on record; those who lived anciently on this continent also saw Him after His resurrection, and their testimony is in the Book of Mormon. The Latter-day Saints have received a testimony that He lives, and therefore can celebrate this day with gratitude and thankfulness. The speaker bore testimony to the truth of the work in which the Latter-day Saints are engaged, having received it by the Spirit of the Lord.

The choir sang

Comfort ye my people.

Benediction by Elder Elias Morris.

Correspondence.

Arizona News—Accident to Lot Smith—General Items.

SUNSET, Apache County, Arizona, Dec. 19th, 1881.

Editor Deseret News:

You will perhaps recollect that about a year ago, Brother Lot Smith met with an accident in getting his foot caught in the horse-power of a threshing machine, while in motion. Strange as it may seem, a similar accident occurred to him on the 15th. After having driven the horse-power a number of days, his ankle that had not fully recovered from the other hurt, having become benummed with cold, and stepping from the power while in motion, in an instant his ankle gave way. Rolling over he was caught, this time the foot became caught, but the ankle and leg suffered severely. The brethren, with great presence of mind, caught the horses very quickly, not soon enough however to prevent the left leg from being severely lacerated from the ankle up to the calf of the leg on the left side, and with some appearance that the ankle was injured. He wishes to say this much for fear his friends would think he is doing this for effect, (and it had its effect) He thinks with a couple more attempts and a little greasing he will be able to go clear through. He does not think the injury will prove permanent at all, but that he will fully recover.

Our crops are light, but we think sufficient to do us. Health of the people good. The cars are passing us, climbing the San Francisco Mountain, 75 miles distant. All kinds of produce and beef are in great demand and command good prices. Good day school in running order and Sunday schools successfully conducted. Young Men's and Young Ladies' Associations well attended by the young. Smallpox reported to be on the line and said to be quarantined, we shall take all precautionary measures to prevent it getting among us. Our relations with the Indians remain of a most friendly nature, our brethren going among them as missionaries say they were never more kindly received or treated. Weather is quite mild for this season of the year; no snow yet, neither here nor in the mountains. Dam permanently rebuilt and grist mill again running. Brother J. W. Young's contract on the railroad nearly complete.

The quarterly conference of the Little Colorado Stake was held at this place November 26th and 27th. Apostle Brigham Young, Counselor J. W. Young, Elder Rulon Wells, the presidency of the Stake, Bishops and others were in attendance. Fair reports were given of the few small wards in the Stake, and the remarks of the brethren were of an encouraging nature. The usual statistical reports were read, and the authorities, both local and general, were unanimously sustained.

Respectfully yours,

F. G. NIELSON.

Mr. R. Albertson, 4207 Columdus Avenue, Philadelphia, having received a severe contusion of the right knee-cap, suffered intensely therefrom. A friend suggested St. Jacobs Oil, and before he had used three bottles he was a well man.

LOST.

TWO SAFE KEYS ATTACHED BY A ring. $5 will be paid if returned to this Office without unnecessary delay.

December 20th, 1881. d 26

JUST ISSUED

By J. H. HEMAN,

SALT LAKE CITY, UTAH.

BIBLE ALMANAC —FOR— 1882.

(SECOND YEAR.)

15 Cents per Copy.

☞ A liberal discount will be allowed to Canvassers. A few copies of last year's Almanac for sale at the same price. d 12

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FOR RESTORING GRAY HAIR

TO ITS NATURAL VITALITY AND COLOR.

Advancing years, sickness, care, disappointment, and hereditary predisposition, all turn the hair gray, and either of them incline it to shed prematurely.

AYER'S HAIR VIGOR, by long and extensive use, has proven that it stops the falling of the hair immediately; often renews the growth; and always surely restores its color, when faded or gray. It stimulates the nutritive organs to healthy activity, and preserves both the hair and its beauty. Thin brushy, weak or sickly hair regrows with lively expression; falling hair is checked and stabilished; thin hair thickens; and faded or gray hairs resume their original color. Its operation is sure and harmless. It cures dandruff, heals all humors, and keeps the scalp cool, clean and soft—under which conditions, diseases of the scalp are impossible.

As a Dressing for Ladies' Hair, the VIGOR is prized for its grateful and agreeable perfume, and valued for the soft lustre and richness of tone it imparts.

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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.

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