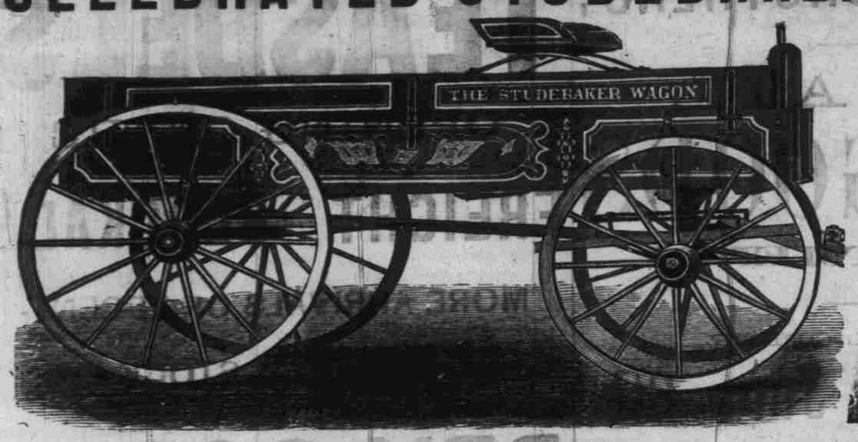
TRY THE CELEBRATED STUDEBAKER



MAN

IS READILY POINTED 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 La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Iowa Molines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Weld, Blue Grass, Buffalo, Durant, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington, Kalona, Wellman, Riverside, Kossuth, Mediapolis, Oakwood, Palm, Mount Pleasant, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan.

Railroads which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Carsattached, leaving each 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 patronize our line for pleasure and business 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 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 LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P. P. & J. R. R. P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," C. M. & St. P., and C. R. I. & P. 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. "I. P.

At CAMERON, with Central Iowa R. R.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., K. C. & N. W. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe, Atch. & Neb., and Cen. Br. U. P. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

Ticket Agents sell Tickets by this line.

Time Cards, Maps, Folders, Rates of Fare, and all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
Wood's Cross	7 25	4 05	25
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 25
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 25
Centreville	10 55	7 45	1 50
Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arrives at Ogden at 11.30 a.m., leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.30 p.m., leaving Ogden at 6.00 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 5.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 12, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 20	
Morgan	7 42	8 03	60
Germania	7 52	8 13	60
Lowendahls	7 58	8 20	60
Junction	8 20	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	60
LEAVES			
Sandy	9 35	9 50	
Draper	9 57	10 10	1 00
Lehi	10 11	10 24	1 00
American Fork	10 20	10 33	1 00
Pleasant Grove	10 31	10 44	1 00
	P.M.	P.M.	
Provo	9 37	12 45	2 00
Springville	9 50	1 00	2 75
Spanish Fork	10 05	1 20	3 00
Payson	10 23	1 38	3 50
Santaquin	10 40	1 55	4 00
Mona	11 32	2 46	4 00
Nephi	11 55	3 10	4 75
ARRIVE AT			
Juab	12 30	5 30	5 00

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Juab	1 00	6 30	
Nephi	1 35	7 05	2 25
Mona	2 27	7 57	3 00
Santaquin	2 43	8 13	3 00
Payson	3 00	8 30	3 00
Spanish Fork	3 15	8 45	3 00
Springville	3 30	9 00	3 00
Provo	3 45	9 15	3 00
Pleasant Grove	4 00	9 30	3 00
American Fork	4 10	9 40	3 00
Lehi	4 20	9 50	3 00
Draper	4 34	10 04	3 00
ARRIVE AT			
Sandy	5 00	10 45	3 00
LEAVES			
Sandy	5 40	10 45	3 00
Junction	6 00	11 05	3 00
Lowendahls	6 15	11 20	3 00
Germania	6 21	11 26	3 00
Morgan	6 36	11 41	3 00
Salt Lake	7 00	12 05	3 00

Nos. 1 and 2 will be run Daily.

Nos. 3 and 4 will be run Daily (Sundays excepted)

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	3 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Mills	11 20	113	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	9	1 25
Lemmington	3 00	24	2 25
Riverside	4 15	43	3 75
Deseret	5 05	52	4 25
Neels	6 20	72	5 00
Black Rock	8 30	90	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

C. H. CLARK, Gen'l Superintendent.

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, for 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.

C. H. CLARK, Gen'l Superintendent.

W. O. I. C.

WILLIAMS' LIGHTNING CURE!

Universally acknowledged to be the

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.

50c. and $1.00 per Bottle.

FOR SALE BY

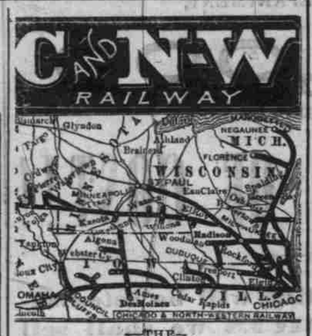
Z. C. M. I. Wholesale Agents. McNutt & Co., Ogden, Utah.

PREPARED BY

W. H. WILLIAMS, Corner of First and East Sts., Ogden.

SOLD BY ALL DEALERS.

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, Jr. V. P. and Gen'l Man'r, Chicago.

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 Fast Express Except Sunday.

With the popular vestibule Sleeping Car.

Reaches Pittsburg 2.30 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 3.05 a.m.; New York 5.45 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 5.10 a.m.; Baltimore 7.45 a.m.; Washington 8.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 5.40 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.

DESERET Carriage and Wagon COMPANY,

SECOND SOUTH STREET,

One and a half Blocks East of Main Street,

BUILD ALL SIZES OF

FARM AND SPRING WAGONS

Fully Warranted for ONE YEAR.

Repairing in Woodwork, Blacksmithing, Painting, and Trimming.

SATISFACTION GUARANTEED.

☞ PRICES REASONABLE. ☜

J. WALKER, Manager

EVENING NEWS.

Thursday, - - - July 7, 1881.

Correspondence.

OGDEN CITY, June 18, 1881.

Prest. Jos. F. Smith.

Dear Bro.—When you were up at Ogden, at the time of our Sunday School Union, I told you, after you had preached a powerful sermon against sending our children to school to those who were not of us, that I would relate to you, when convenient, an incident which happened in the history of one of our Elders, now on a mission in England. The incident was vividly brought to my mind last conference, in Salt Lake City, on which occasion you preached a sermon similar to the one at Ogden, and in the course of your remarks, you used a comparison precisely like that shown to this Elder when in vision, for such is the nature of this I am about to relate to you.

About seven years ago a number of young men were taking private lessons from a certain Reverend of the Episcopal persuasion, in the town of Logan, Cache County. It was against counsel to go there to school, but they thought no harm could come from their taking private lessons each day, of a half an hour's duration, especially since the branches they were studying were not taught in the district schools of Logan. These young men were among the brightest and most promising in the county, and, as a natural consequence, ere long became fondly attached to their studies and teacher. They continued about six months, every day of which added to the interest of their studies, until finally, using the words of the student who related this to me, "we became completely charmed through the wily, magic and irresistible influence which this pious Reverend gained over the mastery of our minds."

I will now relate the remainder in the language of my informant, who was one of that number, and who related it to me about a year since, and again about three months ago, with instructions to make use of it for the benefit of others who might be situated as he was, at the time, and thereby escape a terrible fate. Yea, so anxious was he that he requested me to use his name when necessary, which you will find attached to this in the postscript. He said:

"While thus intently engaged in my studies, I had a vision one night in which I saw myself back in the settlement, Willard City, in which I was reared. A short distance away from the settlement I had selected myself, when young, a secluded spot, where I was accustomed to offer up my secret prayer. Upon this spot I found myself in vision again, engaged in attempting to pray, but Oh, the difference between that prayer and the joy and comfort I experienced there when young! It seemed as though the heavens were as brass above me, and some dark power was chaining me to the earth. I could not pray. While thus suffering, I found myself suddenly raised from the ground and carried north, towards Cache Valley, and on looking beneath me I saw myself gradually wafted over a dark, filthy pool, covered with a nasty green scum. When about over the middle of it, I found myself carried round in a circle like a whirlpool, and suddenly the idea flashed upon my mind that I was being gradually precipitated into that horrible abyss of terrible filth; the feeling that came over me as each circle brought me nearer to this yawning gulf of abomination, is beyond the power of language to describe; but just as I felt myself going into it, and from which, seemingly, no power on earth could save me, I found myself suddenly caught up again, and wafted back to the place where I had attempted to pray. I felt thankful that I had been delivered, but upon looking at my garments, I found that they had been bespattered with filth, and that there were spots on them in various places.

Again I found myself praying, and while I was pouring forth my grateful acknowledgements to God for my delivery, I was informed that this reverend minister was gradually leading me to this filthy pool, and that I had gone with him in my studies as far as I could without denying the faith and sharing the fate which had thus been shown me by the power of God."

It is needless to add that he took no more lessons from this pious Reverend, but the others continued. The result was that one of them is now in the east, studying to become a minister in the Episcopal Church; another one was cut off from the Church, but after much mental suffering, he realized his position, repented of his sins, and has since been baptized again. While taking lessons, and during his apostasy, he became intimately acquainted with this reverend fraud, and he testifies to-day that he is one of the most corrupt men it ever became his lot to associate with.

It appears from what I have been informed since then, that nearly all of them are more or less tainted with apostasy, and that they will have a hard task to shake off the skepticism that has been implanted in their hearts by this foul priest.

As I am requested to make use of this for the benefit of the Saints of God who are entrusting the education of their children to mission schools, or employing men who are not of us, I submit this to you to make such use of as you may see fit. The realization of the fact that so many of our people disregard the teachings of our leading men on this subject prompted me to write this short article.

This young man informed me that no religious subject of any kind was ever introduced, but on the contrary, seemingly, avoided.

Now, if such was the effect upon young men grown, being under that influence only about a half an hour each day, what must be the effect upon little children, whose little innocent spirits cannot guard against the subtle teachings of such men.

Trusting that the Saints of God may learn a lesson from the terrible ordeal, but providential escape of this young man, I subscribe myself,

Very respectfully,
Your brother in the gospel,
L. F. MONCH.

P.S.—This young man's name is Wm. H. Apperley, now on a mission to England; the one who was cut off from the Church, but rebaptized, is Joseph Smith; the name of the reverend is Stoey (I do not know if I have it spelled right or not); the other names I have forgotten. The remarks you made at conference last spring were to the effect that those children who attended these outside schools would have spots upon their garments that they never would be able to rub off; and it was this remark that brought the vision back to my mind again. I should have added that the young man who related to me these facts, had to exert himself to the utmost to throw off the influence which this man had gained over him, and it was only through a persistent effort that he at last overcame it. L. F. M.

Sanpete County S. S. Jubilee.

CHESTER, June 30th, 1881.

Editor Deseret News:

On June 30th under a spacious bowery thoughtfully arranged by the good people of Mount Pleasant, were seated two thousand persons, mostly composed of the Sunday Schools from Spring, Chester, Mount Pleasant, Fairview, Moroni and Fountain Green, to participate in a Jubilee for the Northern half of this Stake of Zion.

With that promptitude and sanvity, for which County Superintendent Maiben is distinguished, the large audience was called to order at 11 o'clock.

Hymn, "My God the Spring of all my Joys;" prayer by Assistant County Superintendent, Edward Cliff; Hymn, "The Song of Jubilee."

The absence of any String or Brass Instrumental Music was painfully felt, hence the Mount Pleasant Choir, under the leadership of Prof. Mattison, with Miss Clementina Morrison and Augusta Dehlin, as accompanists on the Organ, rendered beautiful musical service throughout the day. Superintendent Maiben made a few opening remarks, when the programme was duly ushered in.

The "Chapter on Prayer" was well pronounced by the Mount Pleasant Sunday School, North Ward; the rendition of "Answers to Questions" by the Mount Pleasant Sunday School, South Ward, was ably rendered.

The Fairview Sunday School set forth the "Word of Wisdom." A Song, "Put your trust in God," was given by the Choir. As also a beautiful Solo and Chorus by Fairview Sunday School.

The three little gems, from Chester, "Love of God" and "I'll be a Saint," from Miss Annie Whitlock and Gene Thompson, "Golden Rule" by Erinda Allred, were appropriately given. A little five year old, a musical prodigy, named Master Bennett, next sat on the stand, and accordeon in hand, gave us "Yankee Doodle" and "Dixie." It was impossible to restrain the enthusiasm over the infantile effort.

A speech of a few minutes by Supt. D. Candland on the value of Sunday schools and the importance of the position of a Sunday school teacher was happily given. Royal Justus Hyde, of Spring City, gave "The Idle Boy," and the Misses Slack and Hansen, of the same place, gave from the Key to Theology, "The Key to the Revelations of St. John, by Joseph Smith." Six little girls of Mount Pleasant sang "Little Lispers;" the choir gave us "My Mountain Home," which with the anthem "O Zion, Awake," etc., was truly cheering.

Prayer by Supt. Hardy closed the morning session. Recess for one hour.

2 p.m. resumed.

The usual opening exercises were had, the gems of a more mixed description came on for approval and interest. Noticeable, however, were three 5-year old boys singing "I'll be a Little Mormon;" "The Bridal Feast," by Miss Mercy Ivory, of Fountain Green—very good. Master Bennett gave us on the accordeon, "Grandfather's Clock" and "Home, Sweet Home." It was a wonder to see and hear him bring out notes from an instrument almost as tall as himself. "Caudle's Lecture on Buttons" and "The Love Story" are hardly the thing for a Sunday school jubilee, but they were, particularly the first, well rendered. "Kind words are sweet tones of the heart," was quite effective, particularly in the chorus.

Closing remarks were made by Supt. Maiben, Bishops Seeley and Madsen; the congregation, standing, sang the doxology; Elder Wheelock dismissed by prayer. Thus terminated another of those happy, instructive gatherings.

What a sowing of precious seed of faith! What a hymning of praise to Him who so loved little children as to give His only begotten Son to redeem them! Who shall estimate the harvest? Perhaps thirty, sixty, a hundred fold!

Adjourned, to meet at Manti on the 14th of July, for another jubilee for the southern half of this Stake of Zion.

D. CANDLAND.

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE,

are incomparable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, give tone to the DIGESTIVE ORGANS, create perfect digestion and regular movement of the bowels.

AS AN ANTI-MALARIAL

They have no equal; acting as a preventive and curative Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

DYSPEPSIA.

It is for the cure of this disease and its attendants, SICK-HEADACHE, NERVOUSNESS, DESPONDENCY, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that acted speedily and gently on the digestive organs, giving them tone and vigor to assimilate food. This accomplished, the NERVES are BRACED, the BRAIN NOURISHED, and the BODY ROBUST. Try this Remedy fairly and you will gain a Vigorous Body, Pure Blood, Strong Nerves, and a Cheerful mind.

Price 25c. 35 Murray St., N. Y.

TUTT'S HAIR DYE

GRAY HAIR OR WHISKERS changed to a Glossy BLACK by a single application of this DYE. It imparts a Natural Color, and acts instantaneously. Sold by Druggists, or sent by express on receipt of $1.

Office, 35 Murray St., New York.

Natural Fruit Flavors.

Dr. Price's SPECIAL FLAVORING EXTRACTS

Prepared from the choicest Fruits, without coloring, poisonous oils, acids, or artificial Essences. Always uniform in strength, without any adulterations or impurities. Have gained their reputation from their perfect purity, superior strength and quality. Admitted by all who have used them as the most delicate, grateful and natural flavor for cakes, puddings, creams, etc.

Manufactured by

STEELE & PRICE,

Chicago, Ill., & St. Louis, Mo.

Makers of Lupulin Yeast Gems, Dr. Price's Cream Baking Powder, and Dr. Price's Unique Perfumes.

WE MAKE NO SECOND GRADE GOODS.

Farming Implements AND MACHINERY

—OF—

H. B. CLAWSON'S

ASSORTMENT VERY COMPLETE!

NEW STYLE

FARM WAGONS!

Made expressly for

Utah Kanyon Roads,

By a First Class Manufacturer.

Spring Wagons & Buggies

Light Running, Strong and Substantial!

WALTER A. WOOD'S MOWERS.

—THE—

PEERLESS MOWING & REAPING COMBINED MACHINES.

☞ *These Machines have all the Latest Improvements, combining LIGHT DRAFT, STRENGTH & DURABILITY*

AGENT FOR

Coates Lock Lever Sulky Hay and Grain Rake.

This Rake for Simplicity and ease of Management, stands unrivalled. A child can work it. ☞ Be sure and look at this RAKE before purchasing.

ERTEL'S

PORTABLE ECONOMY

HAY PRESSES.

Can Bale Hay in the Field or at the Stack with equal facility.

MORRISON PLOWS.

FULL LINE OF

Sulky Plows,
Walking Plows,
Double Shovel Plows,
Single Shovel Plows,
Scotch Harrows,
5 and 7 Tooth Cultivators.

☞ FULL LINE OF THE CELEBRATED

PLANET JR. GOODS,

Consisting of SEED DRILLS, HORSE HOES, FIRE-FLY HOES & WHEEL HOES.

LAWN MOWERS

A Full Line of the VERY BEST.

Wire Lawn Rakes! Daisy Rakes

RAILROAD SUPPLIES!

Western Wheel Scrapers,

Moves 11 Cubic Feet earth at one load.

Cable Chain Steel Bottom Scrapers,

The Stusser Patent Steel Scraper,

Portable Blacksmith Forges

Railroad Wheelbarrows,

HOWE'S PORTABLE ARMY SCALES.

Just what is needed in Railroading.

HAZARD Blasting Powder and Toy Fuse.

The DODGE No. 20

IRON BEAM RAILROAD PLOW.

☞ A full line Points, Land Sides and Mould Boards in Stock. This PLOW for Railroad purposes is unrivalled. It has stood the test for years.

AGENT FOR

BLYMER'S GOODS.

Have in Stock a Splendid Line of

Victor Cane Mills,
Cook's Evaporators,
Mounted Church Bells,
School House Bells,
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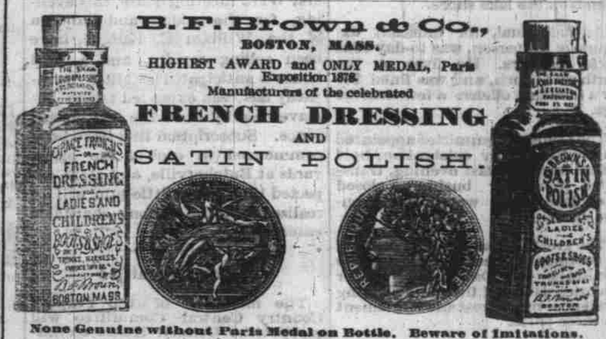

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