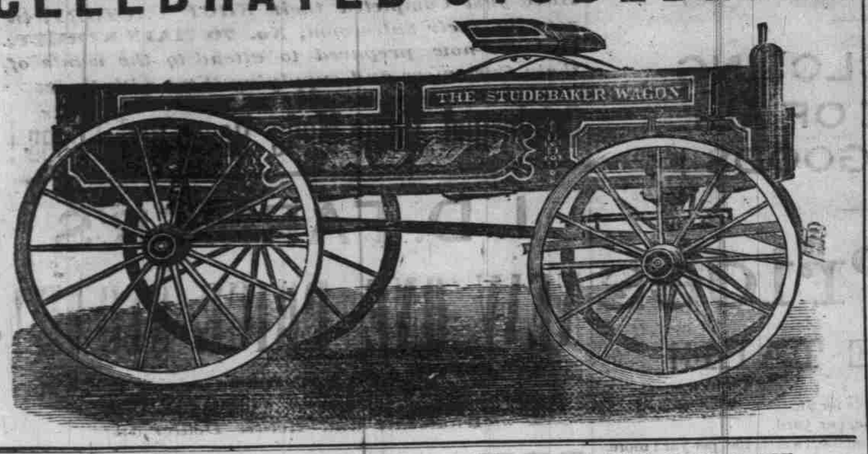
TRY THE CELEBRATED STUDEBAKER



UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.

No. 7. FREIGHT.	No. FREIGHT.	No. 3. PASSENGER.	No. 1. PASSENGER.	DISTANCE. MILES.	FARE.	STATIONS.	FARE.	No. 2. PASSENGER.	No. 4. PASSENGER.	No. 6. FREIGHT.	No. 8. FREIGHT.
Lv. 3.20 p.m.	Lv 8.40 a.m.	Lv. 6.15 p.m.	Lv. 10.10 a.m.			Ogden	$15.00	Ar. 5.20 p.m.	Ar. 8.40 a.m.	Ar 11.10 am	Ar 8.15 p.m.
" 4.00 "	" 7.20 "	" 6.39 "	" 10.34 "	8	.45	Summit	14.60	Lv. 4.58 "	Lv. 8.18 "	Lv 10.34 "	Lv 7.40 "
" 4.35 "	" 7.55 "	" 7.00 "	" 10.55 "	16	.85	Kaysville	14.20	" 4.33 "	" 7.55 "	" 9.54 "	" 7.00 "
" 5.05 "	" 8.25 "	" 7.14 "	" 11.09 "	22	1.[illegible]	Farmington	13.85	" 4.21 "	" 7.41 "	" 9.39 "	" 6.25 "
" 5.30 "	" 8.45 "	" 7.25 "	" 11.20 "	26	1.30	Centreville	13.60	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
" 5.45 "	" 8.57 "	" 7.31 "	" 11.28 "	28	1.40	Woods Cross	13.75	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
Ar. 6.30 "	Ar. 9.40 "	Ar. 7.55 "	Ar. 11.60 "	37	2.00	Salt Lake	13.00	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "

FREIGHT.										FREIGHT.	
						Salt Lake			Ar. 10.00 a.m.	Ar 5.25 p.m.	
Lv. 7.00 a.m.		Lv. 2.00 p.m.		37		Morgan	$12.70	Lv. 9.37 "		Lv 4.55 "	
" 7.30 "		" 2.23 "		43	2.20	Germania	12.35	" 9.32 "		" 4.35 "	
" 7.50 "		" 2.28 "		44	2.25	Lovendahl's	12.55	" 9.27 "		" 4.15 "	
" 8.00 "		" 2.34 "		46	2.45	Junction	12.35	" 9.19 "		" 4.00 "	
" 8.15 "		" 2.43 "		49	2.65	Sandy	12.20	" 9.15 "		" 3.50 "	
Ar. 8.20 "		" 2.48 "		50	2.70	Draper	12.10	" 9.00 "		Ar 3.35 "	
Lv 9.15 "						Lehi	11.35	" 8.19 "		Lv 2.00 "	
" 9.55 "		" 3.00 "		54	2.90	American Fork	11.20	" 8.07 "		" 1.10 "	
" 11.00 "		" 3.40 "		68	3.65	Pleasant Grove	11.05	" 7.55 "		" 1.25 "	
" 11.15 "		" 3.50 "		71	3.80	Provo	10.50	Lv 7.25 "		" 1.10 "	
" 11.30 "		" 4.00 "		74	3.95	Springville	10.20	Ar 7.05 "		Lv 12.20 "	
Ar 12.20 pm		" 4.30 "		85	4.30	Spanish Fork	9.90	Lv. 6.51 "		Ar 11.45 am	
Lv 12.40 "						Payson	9.60	" 6.38 "		Lv 11.23 "	
" 1.00 "		" 4.44 "		90	4.80	Santaquin	9.25	" 6.16 "		" 11.00 "	
" 1.25 "		" 4.58 "		95	5.10	Mona	8.60	" 5.30 "		" 10.25 "	
" 2.00 "		" 5.20 "		103	5.80	Nephi	8.15	" 5.06 "		" 10.00 "	
Ar 2.30 "		" 5.35 "		108	5.75	Juab	7.40	" 4.30 "		Ar 9.40 "	
Lv 2.50 "										Lv 8.45 "	
" 3.45 "		" 6.07 "		120	6.40					" 8.07 "	
" 4.21 "		" 6.29 "		128	6.85					" 7.00 "	
Ar. 5.30 "		Ar. 7.05 "		142	7.60						

MIXED.										MIXED.	
		Lv. 7.35 p.m.		142		Juab				Ar. 4.00 a.m.	
		" 8.15 "		151	8.05	Mills		6.95	Lv. 3.15 "		
		" 9.40 "		167	8.90	Lemm		6.10	" 1.50 "		
		" 11.05 "		185	9.90	River		5.10	" 12.25 "		
		" 11.45 "		194	10.35	Deser		4.65	" 11.45 pm		
		" 1.15 a.m.		213	11.35	Neels		3.65	" 10.15 "		
		" 3.35 "		241	12.28	Black Rock		2.20	" 7.55 "		
		Ar 5.20 "							" 6.10 "		
		Lv 6.30 "		267	14.00	Milford		1.00	Ar 5.15 "		
		Ar. 8.30 "		280	15.00	Frisco			Lv. 4.00 "		

No. 1 train connects with stage at Nephi, for Sanpete and Sevier Valley, at Juab for Fillmore and Millard County, also at Milford the stage for Southern Utah.

No. 3 train 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 and until further notice.

No. 4 train, leaving Salt Lake City at 7 a.m., will connect with the Union Pacific Railroad at Ogden for Park City and the East.

No. 2 train, leaving at 3.40 p.m., will connect at Ogden with the U. and N. R. R. for all point north, the U. P. R. R. for Park City and the C. P. R. R. for the West.

Nos. 1, 2, 3, and 4, Passenger Trains, will be Run DAILY from Ogden and Salt Lake City. Nos. 3, 4, 5, 6, 7, and 8, Freight Trains, will be Run DAILY, SUNDAYS EXCEPTED. Tickets issued on all regular trains for Lake Shore. Good only for Return the same day. Fifty Cents Round Trip.

FRANCIS COPE, Gen'l Ft'r and Pass. Agent. JAMES SHARP, Ass't Gen'l Superintendent. JOHN SHARP, General Superintendent.

MAP

TO ANY PERSON 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 Sheperdsville, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Coon 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 patronage enjoyed by us 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 & Pec. 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. "P

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

At KEOKUK, with Tol., Peo. & Wat.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

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

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Con. 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 Ticket and Pass'r Agt., Chicago, Ill.

D. LATIMER, G. H. TAYLOR, G. ROSKEY, F. ARMSTRONG.

LUMBER YARD —AND— PLANING MILL!

Reduction in Prices!

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

SHINGLES.

Red and White Bustic, Ceiling, Siding, Lath, Pickets, Flooring,

SASH, DOORS, BLINDS, —AND— Mouldings in Great Variety

Frames of all Kinds Made to Order Very Cheap!

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufacturers in CARLOAD LOTS, we intend keeping a Large Stock on hand of the various sizes, for the Public to select from at Very Low Rates.

WOOD TURNING OF ALL KINDS.

LATIMER, TAYLOR & CO.,

SAN PEDRO, BACA AT DEPOT.

THE GREAT FAMILY SOAP MAKER SAPONIFIER THE ORIGINAL CONCENTRATED LYE

DAVID JAMES, —LICENSED— PLUMBER, TINNER, STEAM AND GAS FITTER.

WATER PIPES LAID ON SHORT NOTICE.

A large amount of Plumbers' Goods kept in Stock, including Iron and Lead Pipe, Hose, Iron and Brass Fittings, Marble Ware and Sheet Lead.

Sole Agent for Utah Territory for the popular Fire on the Hearth, Parlor, School Rooms and Lecture Hall STOVES; also, Fire on the Hearth, Grate Heaters and Mantles.

These justly celebrated STOVES are patronized and highly recommended by the Faculty of the Deseret University, for Public School Rooms, and by the Medical fraternity generally, as the best Heating and Ventilating Stoves ever invented.

For particulars and Prices, enquire at Office and Workshop, West Temple Street, Opposite City Market. P. O. Box, 556.

NOTICE TO THE PUBLIC.

THE UTAH CENTRAL RAILROAD COMPANY, the Utah Southern Railroad Company and the Utah Southern Railroad Extension on the 1st day of July, 1881, pursuant to the laws of Utah Territory, consolidated their corporal property, assets and franchises, under the name and style of the Utah Central Railway Company, with its terminii in Ogden, in Weber County, Utah Territory, and Frisco, in Beaver County, in the said Territory, with its general place of business in Salt Lake City.

JOHN SHARP, Vice-President. GEORGE SWAN, Secretary.

July 12, 1881. (196 to Aug. 13

FOR SALE.

UNIVERSITY LETTER PAPER AT Deseret News Office.

—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, 2nd V. P. and Gen'l Man'r, Chicago.

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	8.40 p.m.
Freight	5.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Ry., or points in Northern Utah, Idaho & 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.

NOTICE.

Office of the Clerk of the Probate and County Courts, Salt Lake County. SALT LAKE CITY, July 13, 1881.

ALL PERSONS OWNING PROPERTY within Salt Lake County, U. T., subject to territorial school and county taxes, are hereby notified that the County Court of Salt Lake County, as a board of equalization, will meet at the County Court House in Salt Lake City, from Monday the 25th day of July, to Saturday the 6th day of August, A. D., 1881, for the purpose of hearing and determining all complaints in regard to the assessed value of any property and applications for abatement or remission of taxes of any insane, idiotic, infirm or indigent person, as provided for by an act of the Legislative Assembly of the Territory of Utah, entitled "an act to provide revenue for the Territory of Utah and the several counties thereof," approved February 22nd, 1878, and acts amendatory or in aid thereof.

By order of said Court.

D. BOCKHOLT, Clerk.

CASH.

CASH PAID FOR CLEAN, ALL WOOL. Rags, Sacks at the Office.

EVENING NEWS.

Wednesday, - - - July 20, 1881.

Extraordinary Scenes on Shipdeck at Jersey City.

JERSEY CITY, July 7.—There was a most exciting affray here yesterday, the particulars of which have just been made public. For several days a number of schooners have been moored alongside each other off the Adirondock Steel Company's works at the foot of Warren Street. The one furthest from the shore is the *River Queen*, commanded by Henry Taylor. Captain Taylor is a tall, stout, muscular man. He had been drinking to excess on Tuesday night with a party of friends who escorted him at a late hour to his boat, and left him. At 1.45 o'clock yesterday morning Frederick H. Raeder and Noah Cranmer, the masters of two other vessels lying between the *River Queen* and the wharf, were aroused by an uproar in their neighborhood. They dressed hastily and went on deck. They heard Captain Taylor cursing and shouting on board his schooner. Supposing that he had been attacked by river pirates, they hurried to his assistance. When they reached the *River Queen* an extraordinary spectacle met their gaze.

THE SCENE.

Captain Taylor was standing on the quarter deck, swearing and threatening at the top of his voice. A double barreled shot-gun stood in front of him. In one hand he held a large revolver and in the other an ax. A heavy club lay on the bulwarks before him. Raeder and Cranmer at once perceived that he was drunk, and did not deem it safe to approach too near. Taylor, however saw them, and their presence seemed to intensify his fury. He deliberately aimed at them, and discharged two shots from his revolver. Without stopping to notice whether his fire had taken effect, he then threw down the revolver and began to execute a war dance on the deck, while he waived the ax about his head, and cut savagely to the right and left at imaginary foes. After using the ax in this style for some moments, he drove it into the bulwarks, and picking up the club, attacked the masts and rigging, and beat them until he had broken the club to splinters. Then he picked up the revolver. Cranmer and Raeder, in the hope of quieting him, made another attempt to board the schooner, and he began firing at them as soon as he saw them approaching. One of the bullets struck Raeder in the fleshy part of the right leg. His companion assisted him back to his own vessel, the *Yankee Doodle*, and left him in the cabin while he went to summon a surgeon and the police. As he was traversing the different vessels that lay between him and the wharf, Taylor opened fire upon him and Cranmer, in dodging, fell and broke his leg.

POLICE AROUSED.

The noise of the shooting attracted a throng of people to the shore, and one man, believing that somebody was being murdered, ran up to the 1st precinct police station in Gregory Street and gave an alarm. Policeman Speer and Short started for the scene. They jumped on board the schooner nearest the pier and had crossed over to the next vessel when somebody among the crowd cried:

"Look out! Look out! There he comes!"

The policemen looked up and saw Taylor rushing at them with a pistol in one hand and an ax in the other. He was not four paces from them, but when he saw that he had been discovered he sprang back behind a spar and began firing at them. Speer, who says he was unarmed, retired to a place of safety, but Short stood his ground and returned the drunken man's shots. None of the bullets took effect. After ten shots had been exchanged Short retreated, and he and Speer went back to the station. Sergeant Marinus, Roundsman Coward and Detective Bowe returned with them to the vessels. Bowe and Speer succeeded in reaching the *River Queen* without being seen by Taylor. Then, as they were looking around for him, he suddenly appeared on the opposite side of the vessel, armed, as usual, with his ax and revolver. He made a dash as if he meant to attack them, but almost immediately stopped and stood irresolute.

"Hands up, or I'll fire!" shouted Bowe.

The captain made no response, but fumbled with his weapons.

The detective, thinking to frighten him, fired a shot over Taylor's head, but it did not produce the desired effect. It seemed, on the contrary, to throw the captain into another violent passion. He advanced toward the two and struck desperately at them with his ax.

"Knock him down with your club," said the detective to Speer. "I don't want to shoot him."

ANOTHER ATTEMPT.

Speer attempted to do so, but no sooner had he got within reach of the ax than Taylor brought it down upon him with such force that the club which Speer raised to ward off the blow from his head was cut in two about an inch below the handle. Bowe then tried to seize the furious man, he jumped upon the outside rail and aimed his revolver at the detective. Before he could pull the trigger, however, Bowe fired at him. An instant later the captain sprang overboard.

The policemen watched for him a little while, and as he did not appear on the surface Bowe and Policeman Reybolds, who had joined the party, leaped into a yawl boat and went in search of him among the shipping. They found him between the bows of two of the schooners, but on seeing them he dived, and again they lost all trace of him.

After a while they discovered him at the stem of their own boat, but as soon as he was noticed he dived. For fully 20 minutes he remained in the water, diving whenever the yawl approached him, until at last he became exhausted, and was seized and dragged ashore. At the station it was found that Bowe's shot had taken effect in his right thigh. The man was removed to the hospital, where the bullet was extracted, and then he was confined to a cell in a straight-jacket. Later in the day he was arraigned before Justice Peloubet, but, as he still complained of the pain of his wound and was in a very low condition, he was remanded back to the hospital. He was so violent that when he was placed in the ambulance it was necessary to strap his body to a board. The wound of itself is not serious, but owing to the fact that he is suffering from delirium tremens, he is in a very precarious state.

Captain Raeder remained in his schooner and his broken leg was carefully dressed. How his injuries will result is not yet known. Cranmer's wound is not deemed fatal.

SHORT AND SHARP.

"Madam, you never confess yourself in the wrong." "No, sir; but if I had ever been in the wrong, I am sure I should have taken great pleasure in acknowledging it."

A henpecked husband said in extenuation of his wife's raids upon his scalp: "You see, she takes her own hair off so easily she doesn't know how it hurts to have mine pulled out."

A preacher who arrived at the kirk wet through asked an old Scotch woman what he should do, to which she replied, "Gang into the pulpit as soon as ye can. Ye'll be dry enough there."

"Yes, Job suffered some," said an Illinois deacon, "but he never knew what it was to have his team run away and kill his wife right in the busy season, when hired girls want three dollars a week."

A Philadelphia scientist was given an honorary degree by a certain college and was at first much pleased, but since looking over the list of others who had received the same degree from the same college, he is inclined to sue the institution for libel.

At the summer resorts the families of men who have gone into bankruptcy two or three times do not associate with the families of some of the men who have always paid their bills, it not being a good form for cottage owners to recognize poor but honest boarders.

A little pair of gloves that yet
Retain their smell of clover,
And just a tinge of mignonette—
I turn them vaguely over,
And marvel how the girl I kissed
The night she promised to be true,
Could jam a number seven fist
Into a pastry number two.

It was a Boston girl who asked: "Why is it that two souls, mated in the impenetrable mystery of their nativity, float by each other on the ocean currents of existence without being instinctively drawn together, blended and beautified in the assimilated alembic of eternal love?" That is an easy one. It is because butter is 45 cents a pound and a good seal-skin sacque costs as high as $500. The necessaries of life must experience a fall in price before two souls will readily blend in the assimilated alembic, and so forth.—*Norristown Herald.*

ROYAL

BAKING POWDER

Absolutely Pure.

Made from Grape Cream Tartar.—No other preparation makes such light, flaky hot breads, or luxurious pastry. Can be eaten by Dyspeptics without fear of the ills resulting from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York.

FRENCH DYEING STORE.

LOUIS VIALLET, No. 47 First South Street.

Gloves cleaned and every kind of Dyeing business promptly done to order.

WANTED AT Z. C. M. I., EXPERIENCED HANDS TO MAKE DUCK COATS.

Apply to A. BRINTON, in the rear of Main Building.

U. S. STANDARD SCALES!

Chicago Scale Co., Manufacture more than 300 DIFFERENT VARIETIES. *The Best Quality at Lowest Prices.*

2-Ton Wagon Scales (Platform 6x12) $40. 5-Ton 7x12 $60. 4-Ton 8x14 $60.

All other sizes in proportion. All scales perfect.

Iron Levers, Steel Bearings, Brass Beam Box, and building directions with each Scale. Send for price list.

THE 'LITTLE DETECTIVE' FOR FAMILY OR OFFICE $3

John W. Snell, Agent, Salt Lake City.

HALE'S VEGETABLE SICILIAN HAIR RENEWER.

This standard article is compounded with the greatest care.

Its effects are as wonderful and satisfactory as ever.

It restores gray or faded hair to its youthful color.

It removes all eruptions, itching and dandruff; and the scalp by its use becomes white and clean.

By its tonic properties it restores the capillary glands to their normal vigor, preventing baldness, and making the hair grow thick and strong.

As a dressing nothing has been found so effectual, or desirable.

Dr. A. A. Hayes, State Assayer of Massachusetts, says of it: "I consider it the best preparation for its intended purposes."

BUCKINGHAM'S DYE, For the Whiskers.

This elegant preparation may be relied on to change the color of the beard from gray or any other undesirable shade, to brown or black, at discretion. It is easily applied, being in *one preparation*, and quickly and effectually produces a permanent color which will neither rub nor wash off.

PREPARED BY R. P. HALL & Co., NASHUA, N. H.

SOLD BY ALL DRUGGISTS & DEALERS IN MEDICINE. (5) d&eow

A Great Specialty for Bugs and Ticks on Sheep, also Bed Bugs!

The Wonder of the World.

GOOD NEWS FOR ALL!

PROFESSOR HERMAN'S WORLD-RENOWNED VERMIN DESTROYER!

Which is known to be far Superior to Anything yet Discovered for KILLING RATS, MICE, INSECTS OR POULTRY, ANTS, BUGS, COCKROACHES, BLACK Beetles, Fleas on Dogs, Blight and Insects on Plants, Moth in Furs, Tick or Scab on Sheep or Goats; also, on Cattle, etc.

This preparation has been applied with great success against the insects that attack the Coffee Plants, and would doubtless be equally efficacious with the Tea Plants.

SOLD IN PACKETS AT 25 CENTS PER PACKET; ONE PACKETS, $1.25.

This Powder is warranted free from all bad smell, and will keep in any climate. It may be spread anywhere without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.

Directions for use on each packet.

Manufactory: GRAVEL LANE, Bermondsey, City of London, England.

The above discovery has gained for PROF. HERMAN a Silver Medal at the Inter-Colonial Exhibition of Victoria, Australia, of 1866, besides numerous testimonials.

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| | Soluble Ash. | Insoluble Ash. | Total Ash. |
|---|---