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 3.00 pm	Lv 6.40 am	Lv 6.15 pm	Lv 10.10 am			....Ogden....	15.00	2-0	Ar 5.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 3.15 pm
" 4.00 "	" 7.20 "	" 7.00 "	" 10.34 "	8	45	....Summit....	14.60	272	Lv 4.38 "	Lv 8.18 "	Lv 10.34 "	Lv 2.46 "
" 5.35 "	" 7.55 "	" 7.50 "	" 10.55 "	15	85	....Kaysville....	14.20	264	" 4.35 "	" 7.55 "	" 9.54 "	" 2.03 "
" 5.55 "	" 8.25 "	" 7.14 "	" 11.09 "	22	1.20	....Farmington....	13.50	253	" 4.21 "	" 7.41 "	" 9.02 "	" 1.50 "
" 6.30 "	" 8.45 "	" 7.38 "	" 11.20 "	28	1.40	....Centerville....	13.25	254	" 4.10 "	" 7.30 "	" 8.37 "	" 1.40 "
" 6.45 "	" 8.57 "	" 7.31 "	" 11.28 "	28	1.50	....Woods Cross....	12.55	252	" 4.04 "	" 7.24 "	" 8.29 "	" 1.35 "
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 "	" 1.00 "
		FREIGHT.								FREIGHT.		
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.00 am	Ar 5.25 pm		
		" 7.30 "	" 2.23 "	41	2.30	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.38 "	44	2.35	....Gernantz....	12.55	236	" 9.32 "	" 4.25 "		
		" 8.00 "	" 2.54 "	46	2.45	....Rosendale....	12.45	234	" 9.27 "	" 4.15 "		
		" 8.15 "	" 3.45 "	49	2.65	....Junction....	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.30 "								Lv 3.50 "		
		Lv 9.15 "	" 2.48 "	50	2.70	....Sandy....	12.30	230	" 9.15 "	Ar 3.35 "		
		" 9.35 "	" 3.03 "	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 "	" 1.20 "		
		" 11.15 "	" 3.50 "	71	3.80	American Fork.	11.30	209	" 8.07 "	" 12.55 "		
		" 11.30 "	" 4.00 "	74	3.95	Pleasant Grove.	11.05	206	" 7.55 "	" 12.30 "		
		Ar 12.30 pm							Lv 7.25 "	Lv 12.20 "		
		Lv 12.40 pm	" 4.30 "	85	4.70	....Provo....	10.50	195	Ar 7.05 "	Ar 11.45 am		
		" 1.03 "	" 4.44 "	90	4.80	....Springville....	10.20	190	Lv 6.51 "	Lv 11.22 "		
		" 1.25 "	" 4.58 "	95	5.70	....Spanish Fork....	9.50	15	" 6.38 "	" 11.03 "		
		" 2.00 "	" 5.30 "	110	6.20	....Payson....	9.20	17	" 6.16 "	" 10.20 "		
		Ar 2.50 "								" 10.00 "		
		Lv 2.50 "	" 6.35 "	108	5.75	....Santaquin....	8.25	170	" 6.03 "	Ar 9.40 "		
		" 3.45 "	" 6.07 "	113	6.40	....Mona....	8.00	160	" 5.30 "	Lv 8.45 "		
		" 4.23 "	" 6.29 "	119	6.60	....Nephi....	8.30	152	" 5.08 "	" 8.07 "		
		Ar 5.30 "	Ar 7.05 "	132	7.00	....Juab....	7.40	138	" 4.30 "	" 7.05 "		
			MIXED.							MIXED.		
			Lv 7.35 pm	147		....Juab....		138	Ar 4.00 am			
			" 8.25 "	154	8.05	....Mills....	6.55	129	Lv 3.15 "			
			" 9.40 "	17	8.90	....Lemmington....	6.10	1.3	" 1.50 "			
			" 11.05 "	5	9.90	....Riverside....	5.10	95	" 12.20 "			
			" 11.25 "	10	10.35	....Deseret....	4.65	86	" 11.45 pm			
			" 1.15 "	19	11.25	....Neels....	3.65	67	" 10.15 "			
			" 3.25 "	241	12.25	....Black Rock....	2.20	39	" 7.05 "			
			Ar 5.20 "	263	14.00	....Milford....	1.00	17	" 6.10 "			
			Lv 6.30 "						Ar 5.15 "			
			Ar 8.30 "	280	15.00	....Frisco....			Lv 4.00 "			

No. 1 Train, Freight, leaves Salt Lake City at 7 a. m., will connect with the D. 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 Filmore and Millard County; also at Milford with stage for Southern Utah.

No. 2 Train, leaving Salt Lake City at 9 a. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for the West.

No. 3 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 the West.

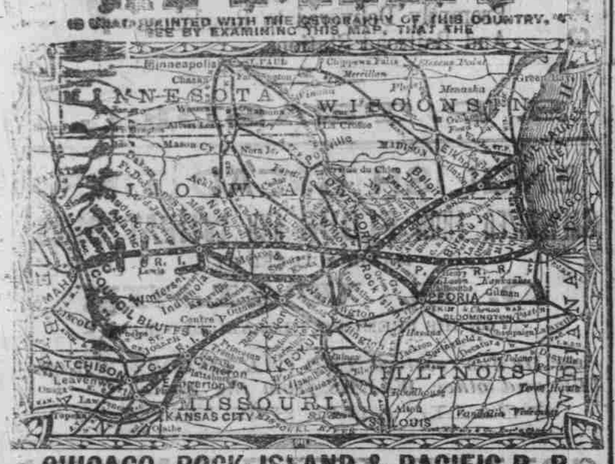
No. 4 Train, leaving Salt Lake City at 1 p. m., will connect with the Utah Central Railway at Ogden for Park City, and with the Union Pacific Railway for the West.

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 Pr't and Pass. Ag't. JAMES SHARP, Ass't Gen'l Sup't. JOHN SHARP, Gen'l Superintendent.

A MAN

IS GRATIFIED WITH THE GEOGRAPHY OF THIS COUNTRY, WE SEE BY EXAMINING THIS MAP, THAT THE



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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 to Fairfield; Eldon, Bonton, Centerville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Eddyville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Edgyville, Iowa Junction, 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.

No Longer Era, with Parlor, Dining and Sleeping 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.

When you please you may will be the pleasure of enjoying four meals, while passing over the central portions 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 Drawing Room Cars* for dining purposes, and *Palace Smoking Cars* for smoking purposes, and PALACE CHAIR CARS 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,

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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. E. 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

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EVENING NEWS.

Wednesday, Dec. 28, 1881.

BRIEF TELEGRAMS.

The weekly issue of the Patent Office consists of 340 patents, 19 designs, and 24 trade-marks.

The distribution of standard silver dollars for the week ending Dec. 24th, was $411,489, against $390,497 for the corresponding week last year.

The police reports only give two suicides in Chicago on the 24th. G. A. Tilden, carriage finisher, and a religious crank, who shot himself, and Miss F. Gillett who took poison.

Vandals broke into the old cemetery at Hamden on Monday, and broke or overturned nearly 30 grave stones. Two young fellows named McMorris and Mulloney were arrested.

A fire at Attleboro, Mass., in Robinson's jewelry factory destroyed the building, containing several heavy firms. Loss, $127,000; insured. A number of employees were injured.

Christmas has been heralded by the densest fog of the season, and promises more prolonged, sombre holidays than ever. Most of the large shops in London closed from Friday to Tuesday.

Arrangements have been made for the presentation of the new Chinese minister to President Arthur next Saturday, by which time both the President and Secretary Frelinghuysen will have returned.

Nicholas, a man who claims to be inspired with the Holy Ghost, has been arrested in Philadelphia for writing letters threatening the life of Ignatius F. Herstman, rector of St. Mary's Catholic church.

Further particulars of the fire at Durand, Wisconsin, state the entire town, with the exception of three buildings, is destroyed. There were 24 buildings in the village. The loss is estimated at $25,000. A high wind prevailed. The fire was accidental.

The theatre managers of London trying hard to drive the recollection of the Vienna fire out of the public mind, but the attendance at all the theatres at Christmas time is very slim. If the business does not pick up, the losses of managers will be disastrous.

A Berlin dispatch says: The customs officials contrived to double and treble the tax on many kinds of imported provisions by taxing wrappers and labels as essential parts of consignments. The American corned beef in cans is taxed as "fine iron wares."

The Mayor of Newark, N. J., with several city officials, including members of the finance committee visited the jail this noon to confer with Auditor Palmer concerning his defalcations. He stated off hand that there were greater frauds than had yet come to light, but couldn't give details. He assumed entire responsibility for defalcations and frauds.

The *Pall Mall Gazette* believes it is substantially true that the Government has divided the disturbed localities of Ireland into five or six districts each, which is to be under a superior sort of magistrate, who will be able to act without previous sanction and entire control of troops and police in the event of a disturbance.

Correspondence.

PHILIPPO, London, Dec. 7th, 1881.

Editor Deseret News:

I now avail myself of the privilege of penning you a few lines, to give a brief account of my missionary labors. I started upon my mission the 13th of April, 1880, landed in Liverpool, April 29th, and was assigned by Prest. Wm. Budge, to labor in the Manchester Conference, under the direction of Elder John Rider. He appointed me to the Tyldesley district, where I remained for over four months, and met with great hospitality from the Saints, and to a great extent from the people of the world, who seemed to appreciate my labors very much indeed. During my labors, there were between 20 and 30 adults baptized into the fold of Christ, which made a thriving branch. Some of them have since emigrated to Utah. I labored with all diligence to deliver the gospel to the world, by the written word, as well as verbally. Numerous large congregations met together in the open air, to hear the words of life and salvation spoken by the servants of God. I met with success in that district, encountered no opposition, but the best of feelings were made manifest in our behalf, and often some person would say, "I sympathize with those young, smooth-faced men who have left their homes to come so many thousand miles to promulgate the principles of their belief," when at the same time sympathize with them, for they were the ones that truly needed sympathy. Many will live to realize this and in reflecting upon their past life, will see where they could have improved, had they yielded obedience to the plan of salvation, and the precious words that have fallen from the mouths of the servants of the living God.

On the 29th of August, 1880, Bro. Thos. X. Smith was appointed to succeed Bro. John Rider in the presidency of the Manchester Conference, and he appointed me to labor in the Leek District, where I remained for over ten months. I did a considerable amount of teaching from door to door, and I believe I have been the means of warning a great many of the judgments about to be poured out upon the wicked. A great many received tracts from me very kindly, and were pleased to enter into conversation with me, and learn further regarding our belief, and I have taken great pleasure in teaching this class of people the principles of the gospel. But there are others quite the reverse, who have slammed the door in my face, and treated me with scorn. Elder Moroni Brown, a faithful, energetic man, labored with me in the above district for six months, and made many friends. He was then called to succeed Brother Smith in the presidency of the Manchester Conference some time in June. Elder Benj. E. Rich then became my traveling companion for two months. We held a great many open-air meetings, and experienced but little trouble in securing a host of listeners, who gave all their strict attention. Brother Rich is still laboring there with Elder Moroni F. Brown, and is doing a great deal of good. I learn that he has organized a new branch in Burslem since I left, and baptized quite a number.

I labored in the Oldham district over five months and held open air meetings wherever I could. The first open air meeting I held in Ashton, Brothers Brown and Rich were with me. I was the first to speak, and after talking a short time to a large body of people I was interrupted by a man while I was speaking, he asked me who I was and if I was a Latter-day Saint. I made no reply to his question, but kept on speaking, when he interrupted me again, and I drowned his voice, and he told me I did not stop when he told me to, he would make me, and he started towards me, and I stopped until I was compelled to stop, for there was a mob of about 500 surrounding and ready to assail us. Brother Brown followed me, and after some little time succeeded in appeasing the great clamor of the multitude, hanging around like a lot of rapacious wolves, watching for an opportunity to attack. Brother Rich succeeded Brother Brown and bore a powerful testimony to this vast number of people, but was soon stopped by the mob. However, he gave them to understand that we had not come here to be daunted. At the close of his remarks, the mob rushed in upon us and pushed us from one side of the square to the other, time and time again. Their intentions were to get us under their feet, in order that they might trample us. They fell rather cheap when they could not accomplish their designs. We got them quieted after a long while, and I was asked to dismiss the meeting. When I had uttered a few words the mob rushed upon us again, but I dismissed while moving away. Brothers Brown and Rich have been mobbed once since, and that seems to have ended the trouble for the time being. Our meeting seems to have allayed a great deal of prejudice which was existing within the minds of our antagonists. I had the privilege of baptizing five shortly after we were mobbed, and quite a number of others have given in their names to be baptized as soon as convenient. I am confident that mobbing assists in advertising the gospel, which our enemies do not seem to realize, as it would be contrary to their intentions to do us any good.

I met with great kindness while laboring in the Manchester Conference, and I desire to express my gratitude, through the News, to those who have emigrated to Utah, for their many acts of kindness in my behalf. Personally, I can never repay them, but the Giver of all good gifts will surely reward them for their benevolence. I was appointed on the 2nd of November to labor in the London Conference, and arriving here on the 10th, was assigned by President Cooper to labor in the Whitechapel District, where I am still laboring. I have as a traveling companion, Elder O. F. Whitney, who is laboring with all possible zeal for the furtherance of the work of God. He makes friends wherever he goes and leaves a good impression with all who form his acquaintance.

Last Sunday we attended a Priesthood meeting at 42 Penton street. The room was well filled, and was said to be the largest Priesthood meeting they had held for some time. The Elders represented their various districts as being in a flourishing condition, and expected additional good to be accomplished soon. There are about thirteen ready to be baptized in Whitechapel, where Elder Whitney and I are now laboring. We baptized two last Sunday evening, Brother Whitney administering the ordinance. The people with whom I have become acquainted in London, are very kind and hospitable, indeed I may say, I have never met with more kindness in my life, than I have here. I am well, and enjoy my missionary labors.

Ever praying for the welfare of Zion, I remain, your brother in the Gospel, NEWTON FARR.

Just "Over the Rhine," at 396 Vine street, Cincinnati, Ohio, lives Mr. Lichl, who suffered so with rheumatism that he could not sleep. Half a bottle of St. Jacobs Oil cleared the rheumatism out quickly.

U. P. R. R.

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

	LEAVE.
Daily	1.30 p.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
	ARRIVE.
Daily, Express	4.15 p.m.
Mixed	3.40 p.m.
Freight	6.15 a.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 all 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 Passenger Office of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths in sleeping car can be secured.

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

C. E. CLARK, Gen'l Superintendent.

CHICAGO & NORTH-WESTERN 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's 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

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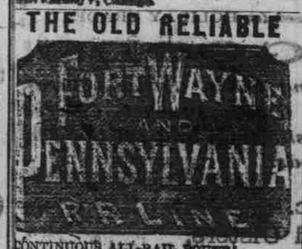
If you wish the Best Traveling Accommodations you will buy your Tickets by this route. ☞ *AND WILL TAKE NONE OTHER.*

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, Jr., P. G. E. and Gen'l Man'r, Chicago.

THE OLD RELIABLE



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

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GREAT SHORT LINE TO BOSTON

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Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

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8.30 a.m. Special East Express Except Sunday. With the popular vestibule sleeping car.

Reaches Pittsburg 7.20 p.m.; Harrisburg 11.45 p.m.; Philadelphia 3.55 p.m.; New York 6.45 p.m.; Boston 8.15 a.m.; Baltimore 8.30 p.m.; Washington 9.30 p.m.

5.15 Atlantic Express. Daily. With Dressing Room and Hotel Car.

Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 8.25 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. Daily. With Dressing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 2.40 a.m.; Baltimore 5.45 a.m.; Washington 6.45 a.m.; Philadelphia 9.00 a.m.; New York 12 m.; Boston 6.00 p.m. Through Sleeping Car on this train to Washington.

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Mrs. S. A. Allen's WORLD'S Hair Restorer

IS PERFECTION!

For RESTORING GRAY, WHITE, or FADED HAIR, to its youthful COLOR, GLOSS and BEAUTY. It renews its life, strength and growth. Dandruff quickly removed. A matchless Hair Dressing. Its perfume rich and rare.

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ZYLOBALSAMUM (Mrs. Allen's)

A lovely tonic and Hair Dressing. It removes Dandruff, allays all itching, stops falling Hair and promotes a healthy growth with a rich, beautiful gloss, and is delightfully fragrant.

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TOMBSTONES, MONUMENTS, MARBLE MANTELS, IRON MANTLES, GRATES & HEARTH STONES.

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SALT LAKE CITY.

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☞ Makes Collections, Remitting Proceeds Promptly.

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(LIMITED.)

26, Austin Friars, London, —AND— *Salt Lake City, Utah.*

Authorized Capital, £150,000. Par value, $728,640.

Subscribed Capital, £49,600. Par value, $241,328.

Shareholders Liable for amount Uncalled on Shares.

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COLLECTIONS MADE AT LOWEST RATES

Accounts kept on the most favorable terms.

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New York—American Exchange National Bank.

Chicago—First National Bank.

Omaha—Omaha National Bank.

San Francisco—Bank of California.

E. AUSTIN, Manager.

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Ayer's Hair Vigor,

FOR RESTORING GRAY HAIR TO ITS NATURAL VITALITY AND COLOR.

Advancing years, sickness, care, disappointment, and hereditary pre-disposition, 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, brittle, weak or sickly hair regrows with lively expression, falling hair is checked and established; thin hairs thickened, 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.

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