UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.								GOING NORTH.							
No. 7. FREIGHT.	No. 5. FREIGHT.	No. 3. PASSENGER	No. 1. PASSENGER	Distance.	Fare	STATIONS.	Fare	Distance.	No. 2. PASSENGER	No. 4. PASSENGER	No. 6. FREIGHT	No. 8. FREIGHT.
Lv 5.30 pm	Ar 8.40 am	Lv 6.15 pm	Lv 10.10 am			Ogden	15.60	240	Ar 6.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 8.15 pm
4.00 "	" 7.00 "	" 5.00 "	" 10.34 "	8	.45	Summit	14.60	232	Lv 4.55 "	Lv 9.15 "	Lv 10.34 "	Lv 7.40 "
4.35 "	" 7.35 "	" 5.35 "	" 10.55 "	16	.85	Kaysville	14.20	224	" 4.35 "	" 9.54 "	" 9.54 "	" 7.00 "
5.05 "	" 8.05 "	" 6.05 "	" 11.09 "	22	1.20	Farmington	13.80	208	" 4.23 "	" 7.48 "	" 9.23 "	" 6.36 "
5.30 "	" 8.30 "	" 6.30 "	" 11.20 "	28	1.40	Centerville	13.65	254	" 4.10 "	" 7.35 "	" 9.09 "	" 6.06 "
5.45 "	" 8.45 "	" 6.45 "	" 11.35 "	28	1.50	Wood's Cross	13.58	262	" 4.03 "	" 7.28 "	" 8.57 "	" 5.45 "
Ar 6.30	Lv 9.00	Ar 7.05 "	Ar 11.50 "	37	2.00	Salt Lake	13.00	213	" 3.40 "	" 7.00 "	" 8.40 "	" 5.00 "
		Passenger.								Freight.		
		Lv 7.00 am	Lv 2.00 pm	37		Salt Lake		244	Ar 10.40 am	Ar 5.35 pm		
		" 7.30 "	" 2.23 "	41	2.30	Morgan	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.37 "	44	2.35	Germania	12.65	236	" 9.32 "	" 4.28 "		
		" 8.05 "	" 2.45 "	46	2.45	Lovendahl's	12.58	234	" 9.27 "	" 4.00 "		
		" 8.30 "	" 3.04 "	49	2.65	Junction	12.35	231	" 9.19 "	" 3.50 "		
		" 8.43 "	" 3.18 "	50	2.70	Sandy	12.20	230	" 9.15 "	Ar 3.25 "		
		" 9.00 "	" 3.40 "	54	2.90	Draper	12.10	226	" 9.09 "	Lv 3.00 "		
		" 9.20 "	" 3.60 "	58	3.05	Lehi	11.98	212	" 8.19 "	" 1.40 "		
		" 9.50 "	" 3.89 "	71	3.80	American Fork	11.88	209	" 8.07 "	" 1.35 "		
		" 10.10 "	" 4.05 "	74	3.95	Pleasant Grove	11.85	206	" 7.55 "	" 1.10 "		
		" 11.05 "	" 6.00 "						Lv 7.25 "	Lv 12.20*		
		Lv 12.20pm	" 6.30 "	85	4.50	Provo	10.80	195	Ar 7.05 "	Ar 11.45am		
		Ar 12.40pm							Lv 6.01 "	Lv 11.32 "		
		Lv 1.00 "	" 6.44 "	99	4.80	Springville	10.20	190	" 5.56 "	" 10.25 "		
		" 1.35 "	" 6.58 "	95	5.10	Spanish Fork	9.90	182	" 5.16 "	" 10.05 "		
		" 2.05 "	" 7.20 "	103	5.50	Payson	9.60	177		" 10.00*		
		Ar 2.30 "	" 7.35 "	108	5.75	Santaquin	9.35	172	" 6.03 "	Ar " 9.40*		
		Lv 2.50 "							Lv 5.48 "	Lv 8.40 "		
		" 3.48 "	" 6.07 "	130	6.40	Mona	8.60	160	" 5.30 "	" 8.07 "		
		" 4.23 "	" 5.29 "	138	6.85	Nephi	8.15	152	" 5.06 "	" 7.09 "		
		Ar 5.30 "	Ar 7.05 "	142	7.60	Juab	7.60	138	" 4.30 "			
		MIXED.							MIXED			
		Lv 7.20 pm		142		Juab		138	Ar 4.00 am			
		" 8.15 "		151	8.05	Mills	6.85	129	Lv 3.15 "			
		" 9.40 "		167	8.90	Lemmington	6.10	113	" 2.50 "			
		" 11.05 "		185	9.90	Riverside	5.10	95	" 12.26 "			
		" 11.45 "		191	10.35	Deseret	4.85	86	" 11.46 pm			
		" 1.15 pm		211	11.35	Neola	3.65	67	" 10.15 "			
		Lv 2.30 "		241	12.80	Black Rock	2.30	39	" 7.55 "			
		Ar 5.20 "		263	14.00	Milford	1.00	17	Ar 5.15 "			
		Lv 6.30 "		280	15 00	Frisco			Lv 4.00 "			
		Ar 8.30 "										

No. 1 Train connects with the stage at Nephi for Gunnison; also with the W. & J. V. R. R. at Sandy for Alta, and will remain on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train, leaving 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 remain on Sundays between Salt Lake and Sandy, until further notice.

No. 2 Train, leaving Salt Lake City at 8:40 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.

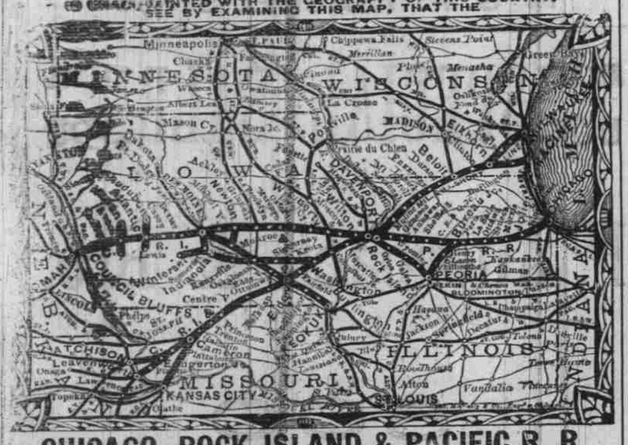
No. 4 Train, leaving Salt Lake City at 7 a. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

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

MAN

IS ENGRAVED WITH THE GEOGRAPHY OF THIS COUNTRY, AS 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; and branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Bethhap, Pleasant Hill, Prescott, Trenton, Galatin, Cameron, Leavenworth, Atchison, and Kansas City; from Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Kenton-port, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Keokuk 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 of cars from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars handsomely carpeted, and upholstered in Rattan, 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.

Its Dining Cars (which 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 a better meal, as food 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 that no immense passenger business of this line warranting it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

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

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R., and (by ferry) with B. & Mo. R. R. R. (in Neb.)

At COLUMBUS JUNCTION, with B. C. R. & N. R. R.

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

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

At CAMERON, with St. Jo. & R. R.

At ATCHISON, with Atch., Topeka & Santa Fe, Atch. & Neb., and Atch., 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, 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 Pass'r Agt., Chicago, Ill.
Gen'l Superintendent.

U. P. R. R.

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

LEAVE.	
Daily	12.30 p. m.
Mixed	5.00 p. m.
Freight	3.30 a. m.
ARRIVE.	
Daily Express	5.15 p. m.
Mixed	9.40 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.

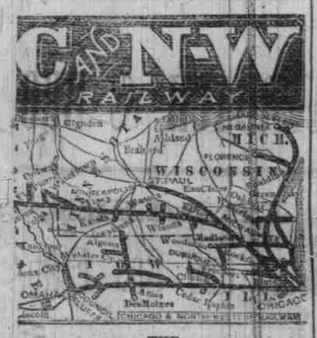
At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

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 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.

C. & 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. BE SURE AND WILL TAKE NONE OTHER.

All Ticket Agents sell Tickets by this line.

MARVIN HUGHITT, 2nd V. P. and Gen'l Man'g'r, Chicago.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at this office. One 600-lb. Platform Scale. Apply at this office. 6 9

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R. R. LINE

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

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all EXPRESS TRAINS.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule Sleeping Car.

Reaches Pittsburg 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 3.35 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 7.30 a.m.; affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

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

BUSINESS OPPORTUNITY.

A MANUFACTURING INDUSTRY IN this Territory demands an active, energetic associate (to push and Superintend the business.) And to a suitable young or middle-aged man of character and energy, having from $2000 to $5000, I will assign a *one third* or *one-half* interest in a good paying and most *desirable manufacturing business*, (which is destined in the *near future* to become one of the most *important industries in the West*,) present valuation of which is $15,000—balance of the purchase money, (for whatever interest conveyed) to be paid in quarterly payments out of the profits of the business. (Salary not to exceed $100 per month the first year.)

For a *straightforward man* willing to be active and devoted his undivided attention to the business *this opening is unprecedented* and will bear the *strictest investigation*.

Parties having *self-reliance business tact* and good REFERENCES and those who mean business ONLY, please reply, for full particulars address, Manufactory, Deseret News Office. 6 13 1m

THE *Admiration* OF THE *WORLD.*

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.

Established over 40 years. Enormous and increasing sales Throughout Europe and America.

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.

Price Seventy-five Cents in large size Bottles. Sold by all Druggists.

Z. LAMMES, G. H. TAYLOR. G. ROMNEY, 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 Rustic, 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 CAR LOAD 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.,
ONE BLOCK EAST OF DEPOT.

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.

HALL'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. d&w

Health is Wealth!

DR. F. C. WEST'S NERVE AND BRAIN TREATMENT: a specific for Hysteria, Dizziness, Convulsions, Nervous Headache, Mental Depression, Loss of Memory, Paralysis or Premature Old Age, caused by over-exertion, excess or over-work of the brain, which leads to misery, decay and death. One box will cure recent cases. Each box contains one month's treatment. One dollar a box, or six boxes for five dollars; sent by mail prepaid on receipt of price. We guarantee six boxes to cure any case. With each order received by us for six boxes, accompanied with five dollars, we will send the purchaser our written guarantee to return the money if the treatment does not effect a cure. Guarantees issued only by Z. C. M. I. Drug Store, Salt Lake City, Utah.

Orders by mail or express promptly filled. d&w 6 7

EVENING NEWS.

Wednesday, - - Feb. 15, 1882.

BRIEF TELEGRAMS.

The Riddleberger debt bill is now law in Virginia.

The city of Boston executed a contract to-day for 100 electric lights.

It is now rumored that Filley, of St. Louis, will soon be provided with a good place.

A discovery of a conspiracy at Cairo is reported to replace the ex-Khedive on the throne.

The National Starch Association is in session in Chicago, discussing the interests of the business.

Senator Voorhees intends to make a speech on the tariff question in accord with his lately defined views.

Professional friends of the late A. M. Soteldo to-night adopted resolutions of respect and grief at his death.

The Catholic bishop of Montreal has served notice to quit selling liquor on all the tenants of church property.

The President will not do anything in the Fitzjohn Porter case, but will leave the whole matter with Congress.

The President sent the following nomination to the Senate: Edwin H. Nevin, surveyor of customs at Philadelphia.

President Arthur was one of the guests at Justice Field's dinner last night. He took out Mrs. Field, and sat at her right hand, the British Minister occupying the place at her left.

The House judiciary committee took the first step to-day towards considering the bankruptcy bill, by referring it to a sub-committee consisting of Humphreys, McCold and Manning.

Three students of Williston Seminary, East Hampton, Mass., were suspended for hazing. The two upper classes refuse to attend recitations till they are reinstated. The faculty are firm.

The nomination to day of John C. New, of Indiana, to be Assistant Secretary of the Treasury, was a general surprise. It is said New could have had a foreign mission, but he preferred a place in this country.

General Fitzjohn Porter has been here several days, and had an interview with the President. His case was one of the topics discussed at the Cabinet meeting this afternoon, and there is said to be considerable probability of its being again brought to the attention of Congress at an early day.

A memorial is here, more than 5,000 feet long and signed by merchants, manufacturers, mechanics, farmers, taxpayers and others, of every State in the Union, which will be presented to the ways and means committee. It asks that the tax on bank deposits and the two cent stamp on checks and drafts be abolished.

The President has refused to entertain the charges preferred by Gen. Wilcox against Gen. Carr, who has accordingly been released from arrest. While the President declined to order a court martial, it is understood he nevertheless disapproved of certain utterances of Gen. Carr as insubordinate.

The nominations of Moses M. Drew, of Sacramento, as United States Marshal for California, and Hiram Van Arnam, of Oakland, as Secretary of Arizona Territory, foreshadowed several months ago in the dispatches, were sent to the Senate to-day, and will promptly be confirmed.

CITY COUNCIL.

Proceedings in the City Council, Tuesday evening, February 14, 1882, Mayor Little presiding:

The city attorney, in behalf of the committee to whom was referred the matter of revising the city charter, and framing a bill incorporating the necessary amendments, etc., for presentation to the Legislature, reported a bill for an entirely new charter, which the committee presented to the Council for approval, prior to its introduction into the Legislature. On motion the bill was received, and thirty copies thereof ordered printed in open lines for the use of the Council.

The committee on streets and alleys reported on the petition of D. M. McAllister and eighteen others, in relation to the excavations made by the city upon Arsenal Hill, and recommended that the city continue to procure gravel from the Arsenal Block—the object for which it was purchased—until it can do better elsewhere; and that the supervisor of streets be instructed to grade the east bank on said block to an angle of 45 degs. but not to interfere with the lots of any citizens, and that he bring the street along the west side of said block to its established grade, that travel may not be forced upon Mr. Hopwood's land, and that the supervisor also make and keep a substantial fence around the excavations to protect citizens from accident. Adopted.

The committee on streets and alleys reported upon the petition of John T. Thompson, that they found it impracticable to work Back St., on the east side of petitioner's lot. By reference to the city plot, the committee found that the lot of the petitioner, if correctly represented, was accessible from Pear Street, a street which, though needing some few repairs, was open to the public. It was therefore recommended that the supervisor be instructed to make the necessary improvements to Pear Street in the order of business. Adopted.

The committee on construction of Jordan and Salt Lake City canal, submitted their report for the month of January, 1882, showing a total expenditure on the several accounts connected with said canal—chiefly for right of way through the city—of $1,351.90. Report accepted and expenditure approved.

The report of the contingent fund placed in the hands of the mayor, for a term of five months ending January 31, 1882, was submitted, and showed the single item of expenditure of $65 paid for the care, medicine and board of a poor sick woman at the Hospital of the Holy Cross. Approved.

The committee on finance submitted a report upon the statement of expenditures contracted in the construction of the city canal to November 30th, 1881, amounting to $166,168.97; that they found the sum reported to be correct, as shown by the original vouchers in the city recorder's office and the duplicate vouchers in the office of the canal engineer, Mr. Jesse W. Fox. The committee recommended that on the completion of the construction of the canal, a full and detailed statement of the expenditures, showing the amounts paid and to whom paid under the several heads disbursed, be printed for distribution. Adopted.

The following bills for services of judges of election at the recent municipal election, were presented and allowed at the rate of 50c. an hour, as the law provides: Messrs. Musser, Dewey and Woods, 14 hours, $21; Messrs. Horne, McLachlan and Russell, 15 hours, $22.50; Messrs. Phippen, Morris and Davis, 17 hours, $25.50; Messrs. Allen Simons and Patric, 15 hours, $22.50; Messrs. Taylor, Rumell and Campbell, 16 hours, $24.

A bill for janitor's services at the polling place of the Fourth Municipal Ward, $5, was laid on the table.

The bill for collecting dog tax for December and January, $28, was allowed.

An appropriation of $2,000 was made to the artesian well contingent fund.

Mayor Little made a brief statement of the present financial condition of the city. At its conclusion, and before resuming his seat, he said that as this evening was the last time he would, in all probability, occupy the chair as president of the Council and Mayor of Salt Lake City, and while it was a pleasure for him to step out from the position of public trust and responsibility he had occupied for a period of six years, at the same time he felt many regrets at severing those pleasant associations which had ever existed between the Council and himself. Before his retirement he wished to thank the Council and all the officers of the city for the universal kindness and consideration which they had manifested toward him in his official capacity.

At the conclusion of the Mayor's brief remarks, Councilor Joseph F. Smith arose and said:

Mr. Mayor and gentlemen of the Council:

In might seem more appropriate for some elder member of this Council than myself to respond to the remarks of your honor, but as I have sat here now about four years, I may be pardoned for offering a remark. For the term of my service in connection with this council and your honor, I have enjoyed myself exceedingly in the labors which have been performed, and particularly those in which I have participated, and have been thoroughly pleased with the able and efficient manner and courtesy in which your honor has performed the responsible duties of your important position, in which I know I am heartily joined by every member of the Council and officer of this city. And now I move that we tender a vote of thanks and confidence to your honor for the able and efficient manner in which you have conducted the business and affairs of the city during your past six years' service as Mayor, and for your uniform courtesy and kindness to City Council, officers and employees.

The vote was put to the Council by the Recorder, and unanimously carried.

Prior to adjournment Mayor Little stated that it was his wish to join an old-time friend, who was now in the city, in a trip to California, for recreation and pleasure, and desired to leave on the afternoon train tomorrow (Wednesday), and that it would greatly accommodate him if the Mayor-elect could take the oath of office and qualify before that time.

Mr. Jennings, the Mayor-elect, being present, having been notified of his election by the recorder, assented to be sworn in and enter upon his duties immediately, and the oath was accordingly administered by the recorder and the necessary bond filed, and Mr. Jennings assumed the functions of the office of Mayor.

Adjourned to Friday evening, at which time the bill for revision of the city charter was made the special order for consideration.

Tony Pastor owns and runs a first class theatre on Broadway, New York City, and has gathered about him the best troupe of variety artists that could be obtained anywhere. The company has just completed a brilliant engagement at the Walnut Street Theatre, Philadelphia, and after the present tour they will reappear in Tony Pastor's own theatre in New York City. Mr. Pastor is the originator of his peculiar school of character singing, and has made himself immensely popular, having realized by his talents a large fortune.

The writer of this article met Mr. Pastor recently at the Bingham House, in Phalidelphia, and found him as genial in private as he is amusing before the public. During our conversation I inquired as to his physical health, and he replied that, notwithstanding the strain upon him in the discharge of his professional duties, it was excellent. He had occasionally severe pains, either the result of rheumatic attacks or colds, but any complaints of that character never troubled him long, as he had found out a remedy for all such annoying affections. I asked him what the remedy was, and he replied, "St. Jacobs Oil." I then learned from Mr. Pastor that he considered the Great German Remedy an excellent preparation for the cure or relief of rheumatism, and that it was about the only thing used among professional people for that distressing complaint. He took bottles of it with him whenever he went traveling, and would not be without it, and knew that it was very popular with a number of members of his own company. A conversation held subsequently with various members of the organization revealed the fact that St. Jacobs Oil had been performing most invaluable service for them in the way of curing them of rheumatism. Nearly every artist in the troupe used it, and was enthusiastic in its praise, and the writer was really forced to the conclusion that Tony Pastor was certainly in luck in having so valuable an article known and employed by his inimitably good company of performers, for it enabled every one to be always in his place, thus insuring comfort to the management and genuine satisfaction to the public. Tony Pastor would certainly be in trouble without St. Jacobs Oil. At least, other managers whose artists have been temporarily unsupplied, have noticed the difference between St. Jacobs Oil out of stock—among the members of their companies.—*N. Y. Clipper.*

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