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"MARY MAGDALEN."

Down the warm and dusty street,
With aching heart and trembling feet,
And a faded gown (though that was neat),
Came Mary Magdalen.

She paused at a place were dresses were made,
And entering, asked if they needed aid,
"For unless I find work I must starve," she said.
Poor Mary Magdalen.

And still came the answer, as ever before,
"Not for such as you," and, "there's the door."
Poor Mary's heart was very sore—
No work for Magdalen.

Homeward she turns, with face hard set,
"There is one more chance for my baby yet;
If that shall fail to the river we'll get,"
Says Mary Magdalen.

Onward she goes in her hurried flight,
Till she stands by a mansion cold and white;
She enters, and stands in the ladies' sight.
Thus speaks the Magdalen:

"Your son was the father of my child;
He was almost my husband—you think me wild—
But now he will marry you lady mild;
He cares not for Mary Magdalen.

"Oh, his voice was soft; with my curls he played;
He won the heart of a foolish maid;
But my baby and I may starve, and be laid
With other poor Magdalens."

What did they do, these ladies fair?
Did they kiss her cheek or smooth her hair?
Even with pity did they answer the prayer
Of Mary Magdalen?

No, their pity was spared for the lover and son,
Who, 'tis true, is "sowing his oats" while young;
"But no doubt *that girl* had lured him on,
That Mary Magdalen."

And they showed poor Mary into the street,
Onward she came with her poor tired feet:
Death is the only thing she can greet
With pleasure, poor Magdalen!

The river is waiting, so dark and still,
To take her away from this world of ill;
And the pitying angels weep their fill
O'er Mary Magdalen.

"One more unfortunate gone to her rest,"
Gone from a world that scorned to bless,
Or even do justice at the request
Of Mary Magdalen.

But the man who lured her on to her shame
Can show to the world a spotless name,
And the world will give him the honor and fame
Withheld from Mary Magdalen.

But to him the reckoning will surely come;
For not one wrong has he ever done
That will drag him down to the Evil One
Like this to Mary Magdalen.

AGRICULTURAL.

Milking Cows should be kept dry and clean in the stalls, and extra feed be given to dairy cows that fall off in their milk. A few quarts of ground oats, linseed oil cake meal, or bran stirred in the water in the drinking troughs, will increase the milkflow.

Skimmed Milk, or milk in any condition, is a most excellent drink for poultry. It is meat and drink both. Some of the finest chickens we ever saw were raised upon the free use of milk with their food. Hens lay as well, or better, when furnished with this, than upon any known article offered them.

A Cow should never be struck or scolded in a loud tone while being milked. Excitement materially diminishes the flow of milk. Shelter from cold rains and winds in winter will be amply repaid in an increase of milk and better condition of the animals. Liberal feeding, thorough currying, absolute cleanliness, gentle treatment and protection from inclement weather, are true economy.

Stables in Summer—Keep your horse-stable dark in summer, and you will save many a bushel of oats and a great percentage on your blacksmith's bills. Hang up the clothes before the windows if they have no blinds. If horses are obliged to stamp and worry constantly to keep off flies, they not only loosen their shoes, but injure their feet by straining the cords. A cheap stable blanket will protect the body of the horse.

A Good Mess for Milk Cows.—A writer who says that one good cow gives all the milk needed to a family of eight persons, and from which was made 260 pounds of butter last year, gives the following as his treatment: "If you desire to get a large yield of rich milk, give your cow every day water slightly warm and slightly salted, in which bran has been stirred at the rate of one quart to two gallons of water. You will find, if you have not tried this daily practice, that your cow will give twenty-five per cent. more immediately under the effects of it, and she will become so attached to it that she will refuse to drink clear water, unless very thirsty; but with this mess she will drink most any time and ask for more. The amount of drink is an ordinary water-pail-full each time, morning noon and night.

To Keep Currants Fresh Several Months—In many places in Germany currant bushes are trimmed up with only one stalk into a regular tree shape. As soon as the currants are ripe—not dead ripe—the gardeners take nice straw and make little straw stacks over the bushes they wish to preserve, tying the straw at the top in a pointed shape to shed water, and not having the stack so thick as to exclude the air. If they cannot get the straw, they take old clothes and tie over the bush, drawing them close around the bottom. Last October I picked delicious currants from my bushes, merely protecting them in the latter way. Many will inevitably fall before October, but it is such a luxury to have this refreshing fruit as the season advances that one willingly bears with the loss of a small portion of it.—*Correspondence Ohio Farmer.*

Transplanting.—A rule without an exception in transplanting is this: Place the roots in contact with as much soil as possible. This is very important with nursery-grown evergreen trees which have a mass of small roots, and all other fine-rooted plants or vines, such as strawberries, raspberries, grapes, etc. It is not enough that a nice place is prepared to receive the tree or plant with all the roots in natural position, or that the finest earth is used in filling up. Nor is it sufficient that the roots are carefully spread out before the earth is put into them. All these things must be done, and then it is necessary to see that in filling up the roots are not crowded into a mass without earth between. The hole may be of proper size, the roots spread out nicely, the finest earth may be used, and the tree shaken well when filling up about the roots, and still they may be flattened together so as to touch no soil except at the top and bottom. Water may be freely used, or the roots well puddled in mud-water made for the purpose, and still the difficulty only aggravated by making the roots closer than ever. The fine roots must be separated and fine earth worked well among them to separate them as widely as possible.—*Letter to Germantown Telegraph.*

LITERATURE.

THE NEW TESTAMENT OF OUR LORD AND SAVIOR JESUS CHRIST. Translated out of the Greek: Being the version set forth A. D. 1611 compared with the most ancient authorities and revised A. D. 1881. Printed for the Universities of Oxford and Cambridge. New York: I. K. Funk & Co. Price, nonpareil paper edition, 15 cents, including postage, 18 cts.

This is a copy of the revised New Testament, Oxford edition, from the first lot that has come to hand. The HERALD has already spoken of the work and of the many changes that have been made. The volume is accompanied by a long preface by the English revisers, and at the close is a list of "readings and renderings preferred by the American committee, recorded at their desire."

COMPANION TO THE REVISED VERSION OF THE NEW TESTAMENT. By Alex. Roberts, D.D. New York: I. K. Funk & Co., 10 and 12 Dey street.

Dr. Roberts was a member of the English Committee of revisers, hence this book has special value, as showing what changes have been made in the New Testament, and the reasons which influenced the revisers in making them. With the aid of this companion volume it is not difficult to judge of the merits of the revision. It is accompanied by a supplement by a member of the American Committee of revision. The volume is gotten up in good style for preservation and costs only 25 cents.

UNITED STATES MINERAL LANDS. Laws governing their occupancy and disposal. By Henry N. Copp. Address the author, 113 Md. Avenue, Washington, D. C.

This volume is particularly valuable and will be highly appreciated throughout the west. It is divided into four parts, as follows: First, laws—United States revised mineral statutes, etc.; second, land office regulations, circulars of instructions, etc.; third, land office rulings, chronologically arranged, with convenient index; fourth, judicial decisions, federal and state, in full; fifth, miscellaneous, chiefly forms relating to applications for patents, together with full instructions how to examine mineral titles. The work is the best arranged and most complete of the kind ever gotten out. Price, full law binding, extra paper, $4.50; half law binding, medium paper, $3.

FRANK LESLIE'S POPULAR MONTHLY

For June abounds as usual in attractive features. The leading article, "Russia's New Emperor, Alexander III," by Alfred H. Guernsey, is highly interesting, and its ten illustrations are admirable. Among the other noteworthy contributions are: "Beggars in Italy," by Junius Lorraine; "Among the Pennsylvania Dutch" (7 illustrations); "Freaks of Nature in Landscape" (12 illustrations); "The Empress of Austria" 7 illustrations); "Tyrol and the Tyrolese," by W. Seton (4 illustrations); "A Week in Hamburg," by Alfreton Harvey (12 illustrations); etc., etc. The sketches include "J. Fennimore Cooper," "The Loss of the 'Kent,' East Indiaman;" "Sports in India." Benedict's powerful serial novel, "A Late Remorse," is continued, and there are some exceedingly interesting short stories by popular writers. Bret Harte contributes a poem, finely illustrated, entitled, "What the Chimney Sang," and the other poems are of rare merit. The miscellany is large, and embraces a great variety of subjects replete with entertainment and embodying much useful information.

Address Frank Leslie's Publishing House, 53, 55 and 57 Park Place, New York.

GOOD COMPANY.

Good Company ($3 a year; Springfield, Mass.) issues Nos. 19 and 20 together, making a double number. Lieutenant Frederick Schwatka, the commander of the Franklin Search Expedition which returned last autumn, has two of his series of articles on experiences and adventures in the Arctic world, under the title, "In the Land of the Midnight Sun." The first tells of previous Franklin expeditions, and the second begins the narrative of his own. In future articles he will continue the story. S. J. Douglas has a paper on the Eskimo race.

A long installment, about thirty pages, of a new serial story is given. It is printed anonymously under the title of "Mildred's Caprice." There are also three complete stories.

As befits the season there are numerous articles about travel and adventure in a wide variety of localities. Perhaps the most important of these is a pen picture from Spain entitled "The Caliphate of Cordova." It is enough to say that it is in the best style of Mrs. Lizzie W. Champney, who made a trip through that country last season.

Mr. George M. Towle summarizes the life of Carlyle. Articles on miscellaneous topics are Economy in Charity, by Mr. D. Otis Kellogg; The Decadence of American Shipping, by Alexander McLean; Modern Whist, by Charles F. Johnson, Jr.; and among the poems are included one to the Poet Whittier by Marion Douglas, and a verse on May day by Miss Dora Read Goodale.

ATLANTIC MONTHLY.

The *Atlantic Monthly* for June has several features which will command it to a host of readers. Besides liberal installments of the serial stories by Miss Phelps and Henry James, Jr., there are two admirable articles for the season—"A Taste of Maine Birch," a thoroughly characteristic out-door essay, by John Burroughs, and "A Spring Opening," a charmingly descriptive article, by Edith Thomas. A paper which deserves the attention of every one interested in social science is "An Indoor Pauper," a careful statement of facts gathered from reports of a large number of states, by Octave Thanet. H. H., in a paper entitled "Bergen Days," contributes a very interesting account of Norwegian life and character. John C. Ropes, who is peculiary qualified to write upon military subjects, in a paper entitled "Who Lost Waterloo?" describes the various manoeuvers and movements of that fateful day with a clearness and precision which must be in the highest degree attractive to all persons who take an interest in military matters, as well as to all who have a particular interest in the world-changing battle. "Over on the T'other Mounting," by Charles Egbert Craddock, is an exceedingly engaging story of southern life and scenery. Richard Grant White this time writes in his usual charming style of "French Tragedy." The reviews of new books are unusually varied and interesting this month there is a diversity of readable brief essays in the Contributors' Club; and the number includes with a beautiful, touching poem in memory of Mr. Fields. The second number of the *Atlantic*, under Mr. Aldrich's editorship, does great credit to his care and judgment.

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READ & WEAVER'S Ladies Fine Shoes, and
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Is very beautiful, and so is the PHILADELPHIA RESTAURANT, where you can get

A

Good Dinner for Twenty-five Cents and no

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ASSESSMENT NOTICE.

Provo Bench Canal and Irrigation Company, Provo City, County and Territory of Utah.

NOTICE IS HEREBY GIVEN THAT at a meeting of the Board of Trustees, held in Provo City, on the 30th day of March, 1881, an assessment of Fifty Cents per Share was levied upon the Capital Stock of the Corporation, payable on or before the 20th day of May, 1881, to the treasurer of said company, at his office in Provo City.

Any stock upon which this assessment shall remain unpaid on the 20th day of May, 1881, will be delinquent and the same advertised for sale at public auction; and unless payment is made before, will be sold on the 10th day of June, 1881, to pay the delinquent assessment, together with costs of advertising and expenses of sale.

P. M. WENTZ, Sec'y.

Provo City, Utah, April 18, 1881. a22

NOTICE TO CREDITORS.

Estate of Jas. B. Marsden, Deceased, Rockfort, Summit County.

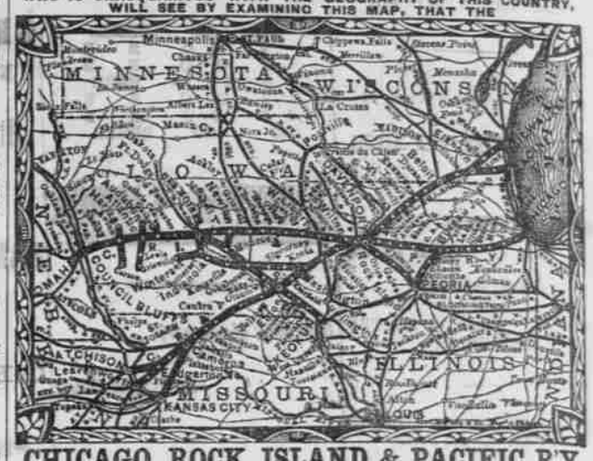
NOTICE IS HEREBY GIVEN BY the undersigned, Administrator of the Estate of Jas. B. Marsden, deceased, to the creditors of and all persons having claims against said deceased, to exhibit them, with the necessary vouchers, within four months after the publication of this notice, to the said Administrator, at his residence in Tooele City, Tooele Co., U. T.

JOHN MARSDEN,
Administrator of the Estate of Jas. B. Marsden, Deceased.

Dated at Tooele City, March 4th, 1881. m5

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



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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.

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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 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.

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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 and Rock Island Short Line," and Rock Isl'd & Pen. 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. & P. 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. R. R.

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Salt Lake	7 00	3 40	.....
Wood's Cross	7 25	4 05	50
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

Name of Station.	No. 2 Pass'r	No. 4 Pass'r	Fares
TRAINS LEAVE	a. m.	p. m.	$ c.
Ogden	9 40	6 20	.....
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
Wood's Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

MIXED TRAINS WILL RUN DAILY, (Sundays excepted,)

Leaving Salt Lake City at 8.30 a.m arriving in 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 6.50 a.m., arriving in Salt Lake City at 10 a.m.; leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

JAMES SHARP, Gen. Fr't & T'kt Agent.
JOHN SHARP, Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

ON AND AFTER JUNE 28.

GOING NORTH	No. 1, Mixed	Miles.	Fares.
TRAINS LEAVE			$ c.
Milford	3.00 a.m		
Black Rock	4.30 "	22	1.25
Neels	6.40 "	50	2.50
Deseret	8.10 "	69	3.50
Riverside	8.45 "	78	4.00
Lemmington	10.00 "	96	5.00
Mills	11.20 "	112	5.75
ARRIVE AT			
Juab	12.00 "	121	6.25

GOING SOUTH. Stations.	No. 2 Mixed	Miles.	Fares.
TRAINS LEAVE			$ c.
Juab	1.00 p.m		
Mills	1.40 "	9	50
Lemmington	3.00 "	25	1.25
Riverside	4.15 "	43	2.25
Deseret	5.05 "	52	2.75
Neels	6.20 "	71	3.75
Black Rock	8.30 "	99	5.00
ARRIVE AT			
Milford	10.00 "	121	6.25

Nos. 1 and 2 will be run daily.

JAMES SHARP, Gen. Freight and Ticket Agent.
JOHN SHARP, Superintendent.

UTAH & NORTHERN RAILWAY

On and after October 8, 1880.

Northward	Station.	Southward
6 30 P.M.	Ogden	8 20 A.M.
7 50 "	Brigham	7 05 "
9 25 "	Summit	5 40 "
10 15 "	Logan	4 50 "
12 00 A.M.	Franklin	3 10 "
3 05 "	Oneida	11 35 P.M.
6 40 "	Blackfoot	8 10 "
8 50 "	Eagle Rock	6 05 "
1 10 P.M.	Beaver Cañon	2 10 "
4 00 "	Spring Hill	11 05 A.M.
6 40 "	Dillon	8 20 "

PASSENGER TARIFF.
Distance and Fares from Ogden.

Harrisville	4	$0.25	Belle Marsh	134	
Hot Springs	9		Portneuf	146	10.00
Willard	14	.70	Pocatello	156	
Brigham	21	1.10	Ross Fork	168	12.10
Call's Fort	28	1.50	Blackfoot	179	13.50
Honeyville	30	1.65	Riverside	190	
Dewayville	35	1.90	Eagle Rock	2[illegible]4	16.00
Collinston	41	2.15	Market Lake	232	
Summit	45	2.40	Lava	238	
Mendon	51	2.65	Camas	242	19.75
Logan	58	3.00	Dry Creek	254	
Hyde Park	62	3.25	High Bridge	263	
Smithfield	65	3.35	China Point	266	
Richmond	71		Beaver Can.	271	
Franklin	78	4.00	Pleasant Val	277	
Sand Ridge	85		Montpelier	285	
Battle Creek	90	4.50	William	295	
Oxford	100		Spring Hill	302	
Swan Lake	104	5.50	Red Rock	322	
Nine Mile	111		Grayling	331	
Oneida	125	7.50	Dillon	47	

A Freight Train going North, leaves Ogden daily, at 6.15 a.m.; Brigham, 8.05 a.m.; Summit, 10.45 a.m; Logan, 11.50 p.m., Franklin, 3.05 p.m.; Oneida, 7.30 p.m; Blackfoot, 12.25 a.m; Eagle Rock 2.35 a.m; Beaver Canyon, 4.55 a.m; Spring Hill, 12.30 p.m; Dillon 4.25 p.m. Going South Train leaves Dillon 7.10 p.m; Spring Hill, 11.50 p.m; Beaver Canyon 3.00 a.m; Eagle Rock, 5.50 a.m.; Blackfoot, 10.15 a.m; Oneida, 2.55 a.m; Franklin 8.05 p.m.; Logan 12.30 p.m.; Summit 1.55 p.m; Brigham 3.55 p.m.; arriving at Ogden at 6.35 p.m.

GEO. W. THATCHER, Supt.

UTAH WESTERN RAILWAY

Theodore S. Bassett, Trustee.

On and after

SATURDAY, MAY 21, 1881,

Until further notice,

Trains will run daily, (Sundays excepted,) as follows:

Leave Salt Lake City at 8.10 a.m.
" Brighton at 8.30 "
" Chambers' at 9.00 "
" Black Rock at 9.25 "
Arr: Garfield Landing at 9.30 "
Leave Do. Do. at 9.35 "
" Lake Point at 10.00 "
" Halfway House 10.25 "
" Tooele City at 11.10 "
Arrive at Terminus at 11.40 "
Leave the Terminus at 1.10 p.m.
" Tooele City at 1.35 "
" Halfway House at 2.05 "
Arr at Lake Point at 2.30 "
Leave do. do. 2.40 "
" Garfield Land'g at 2.50 "
" Black Rock at 2.55 "
" Chambers' at 3.15 "
" Brighton at 3.45 "
Arrive at Salt Lake City 4.10 "

ON SUNDAYS

A Train will leave Salt Lake City at 9 a.m. for Black Rock, Garfield Landing and Lake Point, returning, arrive at Salt Lake City at 4.10 p.m.

Fare for Round Trip to Black Rock, Garfield Landing or Lake Point, and return same day, good on all trains, 50c. Children under ten, half fare.

Fare from Lake Point to Halfway House, $1.00
" " Tooele 1.50
" " Terminus 1.75

Regular local fares will be collected between all stations on trains running eastward.

No Freight Received after 4 p.m.

W. W. RITER, Manager.

Utah Southern Railroad

ON AND AFTER

JUNE 13, 1879.

GOING SOUTH.

Name of Station.	No. 1 Pass'r	No. 3 Fr't'k	No. 5 Fr't'k	Fare
TRAINS LEAVE	a. m.	a. m.		$ c.
Salt Lake	7 00	7 30		.....
Morgan	7 18	8 00		50
Germania	7 22	8 10		50
Lovendahls	7 28	8 20		60
Junction	7 37	8 35		75
ARRIVE AT				
Sandy	7 40	8 45		85
LEAVE				
Sandy	7 55	9 50		.....
Draper	8 07	10 10		1 60
Lehi	8 44	11 20		1 65
American Fork	8 56	11 35		1 80
Pleasant Grove	9 08	11 50		1 95
Provo	9 37	12 45		2 50
Springville	9 58	1 10		2 75
Spanish Fork	10 08	1 35		3 00
Payson	10 32	2 15		3 50
Santaquin	10 50	2 40		3 75
Mona	11 26	3 40		4 35
Nephi	11 50	4 20		4 75
Chicken Creek	12 30	5 35		5 50

GOING NORTH.

| Name of Station. | No. 2 P