U. P. R. R.

—:o:—

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express.....10:20 a.m.
Mixed.....5:00 p.m.
Freight.....8:30 a.m.

ARRIVE.

Daily Express.....6:15 p.m.
Mixed.....6:40 p.m.
Freight.....2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R. and with Pleasant Central road for Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and North-Western, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., Kansas Pac. 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,
Gen'l Ticket Agent, Omaha.
S. H. H. CLARK, Gen'l Supt. d90

SHEET MUSIC!

We are constantly receiving

New Music,

AS IT IS

ISSUED FROM THE PRESS,

And daily order such pieces as are not in stock. Sheet Music sent to all parts of the Territories at Publisher's prices.

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OF

Oliver Ditson & Co., S. Brainard's Sons, Schermer, Peters and others, always on Hand.

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FOUR HIGHEST MEDALS

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A Diploma of Honor

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And unapproached by any other of their class. Call and look at style 219, with

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$1,250 PROFIT From investment of $500. One of our customers purchased a spread on 100 shares of N. Y. Central; the put at 106, the call at 108, buying 100 shares against the put at 107, which were sold at 114. Selling at the same price the other 100 shares called at 108, netting profit of $1,250. This operation can be repeated every month in the year. Ten, twenty, fifty, one hundred or one thousand dollars will pay as well for amount invested. Gold, stocks, section and tobacco bought and sold on commission. Advances on consignments. Send for price lists and circulars.

CHARLES HEDLEY & Co.,
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P. AUERBACH & BRO.

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SALT LAKE CITY.

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Rebuilt to Suit

OUR INCREASING TRADE!

—:o:—

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AT CLOSING OUT PRICES.

Having taken Inventory of Stock we are now closing out our Winter Goods regardless of Cost, to make room for our immense SPRING STOCK, which will be partly imported by us direct from European Markets and Manufacturers.

The senior partner of our firm, who is now abroad, will make selections suitable for this market.

We offr now to the Trade,

1,000 Ps. Prints,

FROM 7 Cents Upwards.

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Bleached & Unbleached Sheeting

1100 DOZEN

LADIES' WOOL RIBBED HOSE,

AT 20 Cents per Pair.

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At 90 Cents Each.

—:o:—

50 Sets Furs at $2 pr. Set.

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From $2.75 Upwards.

100 GENTS' OVERCOATS

AT SIX DOLLARS EACH.

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At LOW PRICES.

We will sell our Goods at Wholesale and Retail at

PRICES to DEFY COMPETITION!

Wholesale Buyers will do well to look at our Stock and Prices.

Established since 1868 and familiar with the wants of this City and Territory, we are enabled to offer Goods to reliable parties at Prices to suit their trade and custom.

Orders from all parts solicited. Prompt attention and honorable treatment guaranteed.

UTAH NORTHERN RAILROAD.

—:o:—

ON AND AFTER

JANUARY 1st, 1876

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:30 a.m.
" Brigham	10:50 "
" Logan	2:00 p.m.
Arrive at Franklin	3:30 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a.m.
" Logan	10:55 "
" Brigham	2:25 p.m.
Arrive at Ogden	4:00 "

—:o:—

Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

M. W. MERRILL, Supt.

CHAS. NIBLEY,
Gen. Freight & Ticket Agt. d269

UTAH WESTERN RAILWAY

—:o:—

CHANGE OF TIME.

ON AND AFTER

FRIDAY, Oct. 1st, 1875,

THE UTAH WESTERN RAILWAY COMPANY will run trains for Passengers and Freight, as follows:

Leave Salt Lake City at 8:30 a. m.
Arrive at Half-way House at 10:30 a. m.
Leave Half-way House at 12:40 p. m.
(Stopping at Lake Point for Dinner).
Arriving at Salt Lake City at 6 p. m.

On Wednesdays and Sundays,

Only, the Company will issue Excursion Tickets to Lake Point and Return at a reduced rate.

Special rates given to Excursion Parties upon application to G. W. THATCHER, General Passenger Agent.

For any information concerning freight, apply to J. H. PIKE, Gen'l Freight Agent.

H. P. KIMBALL, Gen'l Supt.

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fare.
Trains leave	A.M.	A.M.	P.M.	
Salt Lake	7 00	6 10	1 30	.....
Little Cottonwood	7 23	6 55	2 15	50
Junction	7 45	7 20	2 50	75
Arrive at Sandy	7 58	7 40	3 00	1 00
Leave Sandy	8 03			.....
Draper	8 18			25
Lehi	9 08			1 75
American Fork	9 23			2 00
Pleasant Grove	9 33			2 50
Provo	10 15			3 00
Springville	10 35			3 75
Spanish Fork	10 51			4 00
Payson	11 23			4 50
Santaquin	11 43			4 00
Arrive at Terminus	P.M. 12 00			4 00

Going North.

Name of Station.	No. 2. Passenger.	No. 4. Passenger.	No. 6. Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 20			.....
Santaquin	12 57			25
Payson	1 17			50
Spanish Fork	1 49			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	2 35			2 00
American Fork	2 50			2 10
Lehi	3 00			2 25
Draper	4 12			2 75
Arrive at Sandy	4 27			.....
Leave Sandy	4 47	9 20	5 00	3 00
Junction	4 51	9 40	5 10	3 25
Little Cottonwood	5 11	10 15	5 40	3 50
Arrive at Salt Lake	5 40	11 0	6 15	4 00

Nos. 1 and 2 will be run daily.

Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

For all information concerning Freight or Passage, apply to

JOHN SHARP,
General Superintendent.

JOHN SHARP, Jr.,
General Freight and Ticket Agent.

BATHS!

WARM SPRING BATHS.

Private and Plunge.

THESE CELEBRATED BATHS ARE open to the public at all seasons. Their medicinal properties are so widely known that it is needless to enumerate them.

Besides the Private Baths, the large and handsomely furnished Plunge Baths, for Ladies and Gentlemen, are now open.

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Office and Yard, Half Block South of Depot.

d143 S. J. LYNN, Supt.

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FOUNDRY & MACHINE SHOP.

SUCCESSORS TO

NATHAN DAVIS & SONS.

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order.

Water Jacket, Tuyers, Slag Pots and Carts, Ballfloor Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.

Also Brass Work of all descriptions.

First West Street,

NEAR NORTH TEMPLE ST., S. L. CITY.

EVENING NEWS.

Saturday, March 20, 1876.

ADMISSION OF NEW MEXICO.

Portions of the Discussion on the Enabling Act, in the U. S. Senate, March 10, 1876.

(CONTINUED.)

MR. SARGENT. Then the Senator has not had the opportunities of observation that I supposed he had. He told us of his opportunities of observation, and the sage conclusions he drew therefrom, and now it seems he has not been so far as Salt Lake. It is credulous to know how far west of the Missouri he went. Perhaps he stopped on the eastern bank, and gazed over on that land, not promising to him, across the water, and formed the judgment which he made. If it would not be improper to form such rapid deductions, I should be tempted to believe it was that; for he is now confessing away all his speech by his pleasant interruptions to me as I proceed. My friend perhaps went to Duluth, where, it is said by the chairman of the committee on the judiciary of the other House, the horizon comes around to an equal distance from all parts of it, thereby showing that it is the center of the world. Perhaps he thought he had attained that center, and it was not worth while to go beyond that. But I want to show him that the experience of Utah shows that a powerful and wealthy State can be built up on even these very arid plains.

What is there that maintains Utah? Its agriculture, its cattle, its mines. That very fact goes to show that my friend is entirely mistaken in his estimate of the capacities of that Territory. He says: Look at Massachusetts which for two hundred and fifty years has been cultivating whatever soil it has, and has been improving in other directions faster by means of its manufactures and commerce. Very well, let him give one-third of the time, one-twentieth of the time to these communities to grow up. Should Maine have been excluded on account of the Aroostook country and of the region of swamps where there is nothing to be seen for mile on mile traveled by the lonely traveler except stumps of trees and devastations of woodland? Was that an argument against Maine? Certainly not. Maine has grown strong and powerful by its commerce, by its manufactures, and other business, and some agricultural capacity. To be sure it is rather tedious there during the long winter months, the eight months of winter shared perhaps a little by spring at each end. The trial is very severe and it would be extremely irksome to the people in the West who are accustomed to the smiles of heaven nearly every month in the year. But if you have advantages for agriculture, they are superior in that very desert country the Senator speaks about, where there are mountains in their vicinity from which streams can be brought for the purpose of irrigation superior to anything in Maine, unless it may be some garden-spot.

In conclusion, Mr. President, I desire to say that it is impossible to set up any just standard for the admission of States hereafter, drawn from the present status of those which have been admitted heretofore. The State of Ohio, admitted in 1802, had but 41,915 population. Look at its teeming millions now. At that very time Maine was not separated from Massachusetts, but it had a population four times greater than that of Ohio. In 1819-'20, when it was separated and admitted into the Union, it had six times the population of Illinois, admitted about the same time as a State into the Union. Why was not equality shown then? Ought not Illinois to have been kept out until it had attained the population of Maine? That argument would have been good then; but the statesmen of that day did not urge it.

I have a list here of a dozen States which have been admitted, which are among the most powerful and wealthy States now within our Union, which were all admitted with one-half the population which New Mexico has at the present time. It is impossible for a new State to have the population and the wealth of an old one. The question is, Does it furnish a fair guarantee for the future? That was the only fair question that could have been asked of Ohio when it came forward with 41,000 people, the only fair one of Illinois when it came forward with 75,000 people.

Mr. MITCHELL. I should like to ask the Senator from California whether, as a fact, there have not been fifteen States admitted into the Union as States with less population than New Mexico had six years ago?

Mr. SARGENT. That is true; and all this vast country in the west, out of which the great States to which I have referred have been carved, were acquired by purchase a century after the settlement of the States which are now set up as the criterion, as the mark which must be reached for new States to be admitted. I say such a doctrine is absurd. We can very well say farewell, then, to any further States, at any rate until long in the future; and we are to keep these Territories until they have each a million of inhabitants and thousands of millions of wealth before they are to be admitted into the Union. Who in the meanwhile is to govern them? Can you hold your empire together on any such basis? I ask the man who looks from the snow banks in Maine on the country if he supposes he can have his senators on this floor and his representatives in the other House to make laws for a broad extent of country into which his State might be thrown and it could not be found by a year's search, with teeming populations and growing strength, and they deprived of all rights in this Union? It is impossible.

I say, sir, that this doctrine of the Senator from Maine can be carried too far. I would not justify any assault upon the Union for such causes; but I say that I and every man standing in this place must estimate these things as they have been estimated heretofore. If it shall be said, "Here is a populous, wealthy, and old State of the Union; now bring up your new Territories to the capacities of that State in all particulars, and we graciously will allow you to come into the Union," I assert they will not submit; and as they grow in wealth and population, and this injustice increases, more and more will they be disinclined, and neighborhood will carry neighborhood with it upon such a doctrine. We have lost nothing by admitting new States; we shall lose nothing by the admission of Colorado; we shall lose nothing by the admission of New Mexico, but will gain by it. We save, in the first place, the drain on the Treasury of supporting a territorial government. The people will support themselves. We shall gain by the additional stability which is given to the state, by the encouragement to emigration to go there and build up its resources and fertilize the lands. All our experience has been in favor of admitting the Territories early, from the time that Vermont was admitted with 85,000 people in 1791, down to the present time. Experience has all been in favor of admitting these States and allowing them to grow up subsequently to power in the Union. For that reason I was in favor of the admission of Colorado and I am in favor of the admission of this Territory. I would not do so until, however, there was a taxpaying population that were able to support a local government. I believe that 120,000 people can do this, and therefore I am in favor of their admission.

[TO BE CONTINUED.]

THE DESERET NEWS WEEKLY

For Wednesday, March 22, 1876.

SIXTEEN PAGES AND EIGHTY COLUMNS OF READING.

Printed on Strong White Rag Paper.

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Congressional Proceedings.
Editorial Notes.
Local News.
Correspondence, Home and Foreign.
Telegraphic Dispatches from All Parts of the World.
Notes of Various Kinds.
Reviews of Books, etc.
Poetry.

One of the Best Family Weeklies in the World.

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Single copy, 10 cents.

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The Chicago & North Western Railway will, on and after May 1st, 1876, and until October 31st, 1876, have on sale in all of its coupon ticket offices (including its two ticket offices at Omaha), round trip excursion tickets to Philadelphia and New York and return for Centennial visitors. These tickets, for the round trip, will be sold at one and one-half of the usual rate for a trip one way. They will be of two classes, but will be sold at the same rates. One class of tickets will be good, east of Chicago, going and returning by the same route, and the other class will be good, east of Chicago, going by one route and returning by another, thus offering to the purchasers a choice of routes and chances to see various parts of the country.

Neither cars nor trains will be chartered for excursion parties going to the Centennial by this or any other road, nor will rates be less per person or parties large or small. Every person going will have to pay the same rate as is paid by his neighbor. No other road will be permitted to sell round trip tickets for the Centennial at any less rate than is quoted above. Reduced rate tickets reading only to the Exposition will not be sold, and the rates made are all for the full round trip. All agents of the Chicago & Northwestern Railway will, in due time, be fully advised as to rates from their stations for these Centennial Tickets, and will, after April 1st, 1876, be glad to answer all inquiries in regard to them.

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ROSS RUTER, Asst. Gen'l Supt., Chicago.

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d297 tf

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WILLIAM BEATLEY, M. D., Salvisa, Ky., writes: "Thanks to you *for the greatest of all inventions*. My sight is fully restored by the use of your *Patent Eye Cups*, after being almost entirely blind for twenty-six years."

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Hon. HORACE GREELEY, late Editor of the New York *Tribune*, wrote: "Dr. J. BALL, of our city, is a conscientious and responsible man, who is incapable of intentional deception or imposition."

Prof. W. MERRICK writes: "Truly, I am grateful to your noble invention. My sight is restored by your *Patent Eye Cups*. May Heaven bless and preserve you. I have been using spectacles twenty years. I am seventy-one years old. I do all my writing without glasses, and I bless the inventor of the *Patent Eye Cups* every time I take up my old steel pen.

ADOLPH BIORNBERG, M. D., physician to Emperor Napoleon, wrote, after having his sight restored by our *Patent Eye Cups*: "With gratitude to God, and thankfulness to the inventors, Dr. J. BALL & Co., I hereby recommend the trial of the *Eye Cups* (in full faith) to all and every one that has any impaired eyesight, believing, as I do, that since the experiment with this wonderful discovery has proved successful on me, at my advanced period of life—60 years of age—I believe they will restore the vision to any individual if they are properly applied." ADOLPH BIORNBERG, M. D.

Commonwealth of Massachusetts, Essex, ss.

June 5th, '73, personally appeared Adolph Biornberg, made oath to the following certificate, and by him subscribed and sworn before me. WM. STEVENS, J. P.

LAWRENCE CITY, Mass., June 9, 1873.

We, the undersigned, having personally known Dr. Adolph Biornberg for years, believe him to be an honest, moral man, trustworthy, and in truth and veracity unspotted. His character is without reproach.

M. BONNY, Ex-Mayor.
S. B. W. DAVIS, Ex-Mayor.
GEORGE S. MERRILL, P. M.
ROBERT H. TEAKESBURY, City Treas.

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