GEORGE Q. CANNON. BOITON AND PUBLISHER.	

SARBOW GUAGE FOR RAILROADS.

Tits completion of the Railroad across the continent, and the construction of the Utah Central, has brought the question of railroad building prominently before the people; and an interest is now foit in the subject by all classes that never was entertained before. The faanother along the line of the Ulah Central is a pleasing change from the old causes those Hving in other parts to wish that the same convenience existed where they live. This was fully illustrated at the late Conference. The people of Box Elder, Weber, Morgan and Davis counties were able to come at a moderate expense from their homes, and with the loss of bat very little time, to attend the Conference; they were when it was ended. No trouble with or care of teams to aftract their attenof bad roads or foul Weather; but they quite, as much as if they lived in the city. The people of Cache and Summit sitting in their seats, could make signals to countles, though nothiving on the line themselves of its advantages.

the people in other portions of the Territory had to perform to reach here on the same occasion! They had a slow, toilsome journey to perform, which was hard for them and for their teams; and when they reached here, and visited the U. C. R. B. depot and saw the trains coming and going, beinging and carryin so brief a space of time to and from wish that they, too, In their section, might soon be equally favored. We of rallway communication, and to satisfy the wishes of the people, it must be extended until every section of the Terabout this consummation will be the lack of money with which to purchase railroads, as is everything else that we do, wisdom dictates that we pay as we go. There is a kind of railroad in Wales which has attracted the favorable notice of engineers throughout Europe, and is n w claiming sttention in this country, which if suited to our country and wants, could be built at far less expense than those in common use throughout the Republic. It is called the "Portmadoc and Festiniog Railway," and is built on a guage of only tweaty-four inches. This road has fulfiiled all the requirements of a railway in the sections through which it runs, and is paying a larger dividend on its capital stock than any other rallway line in the world. The cause of this is apparent upon a little reflection. The first investment in a broad guage railroad is very considerable-its grading. ties, locomotives, etc.;-and the expense of keeping it up is proportionately great. Such a line must do a very heavy business to pay a moderate interest on the money invested, and in a sparselysettled region, where the traffic is limit- Et Conway, Corinne dames Gamble, Man Frincisco ed, such a line of railroad will not pay ties Blaidy, Canton, China T M Bussell, Calcutty, Invis. But the theory now entertained by sci entific and practical engineers, based on the working of this Welsh railroad. is, that for roads designed for a limited traffic, and in the construction of which It is necessary to observe a close sconomy, the narrow guage possesses many adwantages over the broad. By those interested in the construction and operation of the line in question, it is claimed that a guage of two feet six in ches can be made quite as effective as one of four feet eight and a half. In the Canadian Dominion they are building these narrow guage roads from Toronto and other business centres to the lumber regions of the back country. These roads are being built on a plan similar to that adopted by the engineers of the Pestiniog road, and the estimated total cost of construction and equipment is \$14,000 per mile. These roads are regarded with very general favor, it being believed if they can command sufficient traffic to employ them to the minimum of their carrying capacity. they will yield a larger |per ceatage of

much as the one in general use through questions in Germany. operation and in repair at a compara- a substitute for the House bill. tively small cost, and that would meet the wants of the region through which it passed, it would be a great desideratum; and such a road this narrow guage appears to be.

The following description of the loco. motive "Little Wonder," which is in use on the Portmadoc & Festinlog Raliway, is taken from the London Times. The locomotive weighs but five tons. Its structure is peculiar, the parts in immediate relation with the wheels to drive them being arranged between the same:

"The Little Wonder' is an eight-wheeled cility with which passengersand freight adouble bogie engine of four cylinders 83-16 can be transported from one point to inches in diameter, with a stroke of 13 inches. The diameter of its wheel is 2 feet 4 inches; its average steam pressure is 150 lbs.; its weight is 19 tous; its total length ed for contingent expenses of the de method of traveling and freighting, and is 27 teet; its total wheel-base is 19 feet, and the wheel-base of each bogie, which practically has alone to be considered, is 5 feet. This engine was first of all made to carry from Portunadoe to Festiniog a train made up of 90 slats wagons, weighing 574 tons; 7 pasenger carriages and vans, weighing 13tons; and 27 passengers, weighing 4 tons-in all, 75 tons. Add to this its own weight. and we have a total load of 944 tons. The weight, it will be seen, was considerable, if we take into account the size of the engine, the narrowness of the guage, the steepness of the gradients, and the sharpable, also, with equal-facility, to return ness and multitude of the curves. But the chief point of interest in this experiment had reference to the length of the train. tion or to disturb their worship; no fear of a mile. A train of such length on such a line had often to run upon two or three reverse curves, some of them with a radius were able to abandon themseives to the as short as one and three-quarter chains; enjoyment of the occasion nearly, if not | and it so curied and doubled upon itself as it wound among the Welch hills that the passengers in the front carriages, while the amomost enes. The engine, being in full gear, took this very long train up the of ratiroad, were able, also, by traveling blue and in and out among the curves at s comparatively short distance, to avail an average speed of 142 miles an hour, and at a maximum speed of 262 miles. Let

How different this to the labor which he people in other portions of the Terempty and seven loaded wagons, weighing in all 101 tons, and measuring in length 1,323 feet-that is, a quarter of a mile-a train so long, in fact, that there were parts of the road on which it had to run on no lewer than five reverse curves-was by the same engine hauled up the hills at an average speed of 121-2 miles, and a maximum of 16 1-2. Now what was the result observed in wriggling along these curves? It was ing away those who lived near the line generally observed that, even on curves of one and three quarters chains' radius, and at maximum speed, there was very little their homes, they could not repress the perceptible oscillation or movement on the engine or in the carriages, and by no means such as is felt on comparatively easy curves on ordinary railways. Nor must this rehave begun to experience the benefits markable point be forgotten-a fact almost of railway communication and to satis- incredible, but yet certified by competent witnesses-that the oscillation diminished as the speed increased. The speed, let it be added, is naturally less on a narrow gauge ritory shall chare is its advantages. The only cause of delay in bringing about this consummation will be the and such wild curves as that at Festiniog. that he insisted on limiting the company the needed materials, for in building to a maximum speed of twelve miles an bour. Since then, however, his doubts have been so completely dispersed that he has removed all restriction as to the rate of speed; and, as a matter of fact, 'The Little Wonder,' when necessary, works up to thirty-five miles an hour.'

The Senate bill, to enforce the Fif out the country, that could be kept in teenth Amendment, was considered as

HOUSE.

## Georgia Bill.-Naval Appropriation Bill

The Georgia bill comes up to-morrow Butler will endeavor to push it through

without debate. Butler supported his proposition for deferential duties on goods imported in American bottoms.

The committee on elections reported that Wallace was entitled to the seat from the 4th South Carolina district. The naval appropriation bill was discussed and an amendment was adopted. fixing the annual pay of officers, which diminishes the pay of admirals \$133, of of vice-admirals \$333, etc., and establishes fixed rates for all grades of sea duty on shore. Sargent moved to inpartment. Nine pages of the bill were disposed of.

#### MASSACHUSETTS,

Against granting State and - E. Litteil dead.

Boston -The committee on finance in the Legislature, presented a report against the bill granting State aid to this subject. He says: "A great many the Hartford and Erie Railroad.

Elinken Littell, founder of Littell' Living Age, died to-day. The Eight-hour Convention held

meeting to-day; Wendell Phillips, Mrs. Julia Howe, W. H. Channing and others were among the speakers.

#### NEW YORK.

Hotel Trains on P. R. R. - Indian com mission.

sometimes quite severely; and by the NEW YORK -Two hotel trains will time this is completed, the tree is little run hereafter between Omaha and San or no better than one a year or two Francisco on Tuesdays and Thursdays. younger. It happens, however, in the At a meeting of the U.S. Indian commajority of cases, that the trees are neither well planted nor well pruned, missio , to day, a committee was appointed to prepare a plan for the treatand the first year's growth after plantment of the Indian question, to be ing in its new home is weak, sickly, presented to Congress. A letter from stunted, with the least possible pros-General Sherman, disapproving of these pect of fruit. meetings, saying that if they would adlourn to Fort Sully or Fort Rice, where this. We have seldom succeeded well the Indians are, he would be inclined to attend, excited considerable indignation. writing the order, not being able to go

FOREIGN NEWS.

#### CANADA Anxious about the disunian.

ST. JOHNS, NEWFOUNDLAND.-GOV erately at first, to save them. The ernor Hill, in the House, to-day, expressed his regret that the colony was not firmly united with the Dominion dry weather set in they were frequently and said that the British government is watered, which doubtless saved the able for transplanting, and when the in xious therefor

a railroad that would not cost half as Minister Bancroft, relating to political the eternal tea kettle rests in a papiersomewhat larger than the similar one (all over drawers and nooks) which forms the necessaire of these ceaseless forms the necessaire of these ceaseless smokers of microscopical metallic pipes. This also explains the leaving of the shoes at the door; the place, if not holy, must be kept clean, and, be-sides, luxuriously soft, the floor being constantly covered with yielding mats of rice-straw four inches thick and very carefully made. Besides being a car-pet, a tablecloth and a sofa, this mat is also the mattrass on which the bourgeois passes the night, wrapped in an ample bedgown and a large wadded quilt, with most frequently only a billet of wood under his head. This system is, however, very favorable in the struggle for existence to what the French euphoniously call the domestic kangaroo. But all this applies only to the bourgeoisie. The maaners of the nobles are not seen by Westerns. In fact, in Yeddo there are two distinct societies in presence of each other; the nobles, armed and privileged, are secret and retired, being almost self-imprisoned as in immense citadels, while the lower classes, open as day, full of bonhomie and cordiality, appear to enjoy perfect liberty while completely subject to the iron rule of the nobles.

WHAT AGE TO PLANT FRUIT TREES.

A correspondent of the Horticulturist

think that a three or four year old tree

will bear sooner than one two years

younger, and the nursergman can tes-

tify well to the demand for trees for

'immediate fruiting;' but I consider it

a costly, unsatisfactory practice. Nearly

a large portion of its roots by trans-

planting from the nursery to its future

bed; and in order to maintain a healthy

progressive growth, the top must be

shortened in, in the same proportion,

after the trees personally, nothing was

said about the age of the trees. We

only said, "Send good tree, well branched." We never saw a more per-

fect lot of trees, but they were at least

tour years old, and some of them nine

feet high. They were planted carefully

and cut back severely, but only mod-

spring could not have been more favor-

## Sacknowledged to be the coplest retreat

These warm days in the city, where you find the best Lager deer, Omaka Ale, Pop, Pig's Feet, Oysters, Genuine Golden Crown Cigars, &c., &c. Also a Free Nibble from 10 a.m. 104 p.m.

REVERE HOUSE SALOON!

JOE SIMMONS, Proprietor. d145-3w



Office of the Utah Central Railroad Company.

TOTICE is hereby given, that the first anona N meeting of the stockholders of the Utah Central Bailroad Company will be held at the Office of President B. Young, in this city,

ON WEDNESDAY, the First Day of June, A.D. 1870, at two o'clock p.m.,

For the election of officers for the ensuing year and for the transaction of such other busines as may come before them. JOHN W. YOUNG,

salt Lake City, May, 12, 1870. d146-td



# FOR LIBERTY POLES makes some very sensible remarks on HOUSES OF BUSINESS. MILITARY FLAGS.

Regimental and Company Colors for Intantry, Cavalry and Artillery, of English Bunting and other materials, made to order by





OGDEN CITY

We are now prepared to exchange

#### CLOTH AND YARN FOR WOOL Our experience has been precifely One pound of Grease to every eight pounds

Wool will be require , if it is not furnished t price of the greas: will be deducted from t with trees over two years old. Last spring we sent for about two dozen pear

and cherry trees, and in the hurry of BEEF AND ALL KINDS OF SOFT GREAS Taken in Exchange for

Wanted a first-class FULLER and FIL ISHER.

RANDALL, PUGSLEY & C

To take effect

The regular trains will leave Salt Lake

tally at 5 a.m. and 2.45 p.m., arrive at Ogden 7 a.m. and 4.45 p.m., leave Ogden City at 8. a.m.

and 5 30 p.m.; arrive at Salt Lake City 10. a.m.

aud 7,30 p.m. The Accommodation Train will leave Og-

JOS. A. YOUNG,

den 5, s.m. and Salt Lake City 4.40 p.m.

d142 w14-tf



NY D-WY Liquor Store!

To supply the wants of the people the sub-scriber has opened a liquor store

On MAIN STREET,

Opposite Martin's Photograph Gallery, where he intends to keep a first-rate article of

## HOME-MADE LIOUORS

And having been in the trade the last fifteen years he is confident that he can satisfy the public both as to quality and price

FOREIGN WINES, BRANDIES, &c., Kept in Stock.

LAGER BEER and ALE on TAP. All kinds of available pay taken for Liquor.

AT CASH PAID FOR WHEAT. TH

WILLIAM HOWARD. d141-tf

### NOTICE.

Co-operative Store, Bountiful, DAVIS CO., (Facing the Tabernacle),

K EETS a good supply of Butter, Chickens, Eggs, Corn, Barley, Oats, Wheat, Flour, Peaches, Molasses, Potatoes and

Shortly we shall have Vegetables daily. Produce shopped, per U.C.R.R. to all parts, and all orders entrusted to our care filled promptly and at lowest rates Wm. THURGOOD, dl.7-1m

Secretary

## JUST RECEIVED.

s,	THE finest stock of WAGON TIMBER, and MATERIAL ever imported to this City; also, material for Fifty BUGGY and COMMON SLEIGHS, BOB SLEIGHS, RUNNERS and SHOES. A portion will be sold at a small ad- vance for cash down. Terms, pay on delivery of work, without deviation. J. C. LITTLE,
	Agent for Co-operative Manufactory. Dec. 29th, 1869.
5	SPRING CLEANING AND
1	· · ·
	FURNISHING!
1	
of he	We have on band a fine assortment of
- 01	Carpets,
SE	Oil Cloths,
N -	Door Mats, and

INCLUDING

WITH

BORDERS TO MATCH!

ON HAND.

We have just introduced a great variety of

HOME - MADE TRUNKS!

YOUTHS'

It strikes us that roads of this kind

SPECIAL TO DESERFT NEWS.

#### Helena, Montana, May 18.

A party of white men, while on a pleasure trip to the Falls of the Yellowstone, had their stock stolen one night by a band of Indians known as Sheep Eaters; they pursued the Indians. At daybreak the latter hastily constructed a raft and attempted to cross the Yeilowstone. About midway was a beat to windward, and weathered across, the current took the raft down the Suppho under Conchurch Cliff: bestream with its 18 occupants, who were swept over the Falis to instant death.

ARRIVALS at the SALTLAKE HOUSE.

MAY 19, 1870.

Count and Countees De La Tour, nurse an child

Minister for Italy in Japan D and Mrs Jensins, Yokohams, Japan Mr Wilkinson, nurse and three endoren Beltish Legation, Japan.

ARRIVALS at the TOWNSEND HOUS

MAY 191h, 1870.

Died :

Last evening of emgestion of the brain, Allee ora Simmons, isognter of Pobt. C. and Em ins N. Mhs: key, aged 0 years, 11 months and 18 days. Funeral will take place at 10 a.m. tomorrow. Friends are invited to attend. At Farmington Davis County, Utab, on the isth of May, 1870, of drop-y, Henry Hollist, isth of May, 1870, of drop-y, Henry Hollist, aged 54 years, 2 months and 10 days, Depended was a native of Amberlay, Susser, England, He embraced the gaspet in Novem-ber, 1848, emigrated to the States in 1857, and came to the Valley in September, 1861; ne died n tall faits of the gospel. Mill. Star please copy.

[SPECIAL TO THE DESERRT NEWS.] By Telegraph. AFTERNOON DISPATCHES.



SENATE. To Facilitate Transportation.

# **CREAT BRITAIN**.

#### Another boat race ... Particulars of the Yacht race.

LONDON, 18 .- The stakes are deposited for a boat race between Kelly and Renforth, on the Ty on Monday next.

The Board of Trade has declined to reverse the judgment in the case o Capt. Eyre. Some valuable statuary in Christ's

Church, Oxford, was recently removed during the night and burned into ime.

The Times gives the particulars of the yacht race. Both yachts were becalmed a long time, and the Cambria was the winner for the first tw-nty miles, which was a beat to windward, and weathered tween there and St. Catharines, she tacked to windward and off her course fourteen times successively. In work-ing along the island the Sappho, from ber greater length fore, reached and weathered the Cambria, rounding the mark forty-two seconds ahead. Here all interest in the race is ended. The mark steamer had to take the Cambria in tow as she drifted with the tide. There was a good breeze for the first twenty miles, and the struggle for the weather position occasioned considerable excitement. There was a dense fog during the greater part of the time.

## FRANCE.

The Vote on the Plebiscitum joyfally received-Strictures on the Press-Additional convictions - A "Te Heum" for the Plebiscitum.

PARIS .- The Corps Legislatif met toisy and verified the vote on the Pieblecitum. The declaration of the result was received in shouts of Viva la Emendeavored to speak, but was refused a hearing; he then submitted an interpeliation on the manner in which the election was conducted and took his seat. The Chamber separated with renewed cries of Vive te Empereur from he majority.

The last number of the Marselles was seized to-day. It was announced that it will re-appear on July 18th, and that Rochefort will employ the interval of two months in writing the history of the last emperor."

The editor and director of the Revei were condemned each to imprisonment for three months and one thousand france fine. The editor and director of Raphet to two months imprisonment and similar fine.

Many additional persons have been convicted of participating in the late riots and sentenced to from ten days to two months imprisonment.

A letter from Rome, dated the 16th, says that the French bishop have all Casserly introduced a bill providing sent instructions to their clergy to

majority. Five of the lot died. We do not remember losing a small tree. We believe with this correspondent where he further says that one and two year old treees are better in the end than those older; and though we may have NOTE CHANGE OF TIME! to wait some time longer to get fruit, the trees are far healthier and more productive and give more satisfaction.-THURSDAY MORNING, May 19, 1870 A FIRST CLASS PAPER-HANGER ALWAYS



IT is generally supposed in this country that soft water is more healthful than hard. The London City Press re-marks that the French savans, when inquiring after water for the supply of Paris, found that more conscripts are rejected in soft water districts, on account of imperfect development and stunted growth, than in the hard; and they concluded that calcareous matter in water is essential to the formation of tissues. In the British islands, it appears that the death rate is influenced by the water supply, not only as to its sufficiency and the amount of organic matter suspended in it, but also as to its relative hardness. Glasgow and Man-chester are supplied with soft waters, and have high death rates; Birming-ham, Bristol, Newcastle and Warwick have hard water and low death rates. It may be said that in towns supplied with water of more than ten degrees of hardness, the average mortality is 22 per 1,000, while in those supplied with softer water it is about 26 per 1,000.

SHINGLES wanted at this office.

of good Building Rock, for sale.

BURNETT'S COCOAINE gives luxuriance to the

Doaley's Baking Powder.

public in which the component parts entering

into its composition are so perfectly pure and

so nicely proportioned that the mme results

follow with each trial. Not only is it cheaper

but the many lestimonials in its favor pro-nounce it the BEST IN USE. Each package

**NEW ADVERTISEMENTS** 

FOUND

odor of Burnett's Florimel.

York .- Home Journal.

for sale by all Grocers.

Ward.

bair.



Trains will leave Sait Lake City daily at 5. a.m. and 2.45 p.m.; arrive at Ogden 7. a.m. and 4.45 p.m.; leave Ogden City at 8, a.m. and 5.30 p.m.; arrive at Sait Lake City 10 a.m. and 7,30 No article has ever been introduced to the p.m.



WILL RUN contains full weight, as represented. Manufactured by DOOLEY & BROTHER, New York, and ON SUNDAYS, WEDNESDAYS AND SATURDAYS.

Leaving Ogden City 5 a.m. and Salt Lake City, 440 p.m., on which full fare will entitle the purchaser of a ticket to return on the same day and train free, and will stop by ON Wednesday, May 11th, a valuable DIA-MUND BING. arranging with the conductor, at any po nt on the line to take on or let off passengers. Passengers will please purchase their lickets Street, or to C. C. ASMUSSEN, at his jewelry at the offices. Fifty cents additional will be charged when the fare is collected on the d160-1w



