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 28	6 55	2 15	60
Junction	7 48	7 30	2 50	75
Arrive at				
Sandy	7 53	7 40	3 00	1 00
Leave	mxd			
Sandy	8 05			....
Draper	8 18			25
Lehi	9 08			75
American Fork	9 20			1 00
Pleasant Grove	9 35			1 00
Provo	10 15			1 50
Springville	10 25			1 75
Spanish Fork	10 51			2 00
Payson	11 23			2 50
Santaquin	11 43			3 00
Arrive at	M.			
Terminus	12 00			4 00

Going North:

Trains leave	No. 2. Passenger. P. M.	No. 4. Passenger. A. M.	No. 6. Freight. P. M.	Fare.
Terminus	12	7		
Santaquin	12	7		
Payson	1	8		1 00
Spanish Fork	1	8		1 00
Springville	2	8		1 25
Provo	2	8		1 50
Pleasant Grove	3	8		1 50
American Fork	3	8		1 50
Lehi	3	9		1 50
Draper	4	9		1 50
Arrive at				
Sandy	4	9		....
Leave				
Sandy	4 47	9 00	5 00	3 00
Junction	4 51	9 10	5 10	3 25
Little Cottonwood	5 11	9 45	5 40	3 50
Arrive at				
Salt Lake	5 40	10 20	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

P. T. LITTLE, *General Superintendent.*

JAMES SHARP, *General Freight and Ticket Agent.*

UTAH NORTHERN RAILROAD.

ON AND AFTER

OCTOBER 13th, 1875,

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:50 a. m.
" Corinne	11:50 "
" Logan	3:20 p. m.
Arrive at Franklin	4:45 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:45 "
" Corinne	2:10 p. m.
Arrive at Ogden	4:30 "

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

M. W. MERRILL, Supt.

CHAS. KIMLEY, Gen. Freight & Ticket Agt. d229

UTAH WESTERN RAILWAY

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 3 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. N. PIKE, Gen'l Freight Agent.

H. P. KIMBALL, Gen'l Supt.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after June 20th, 1875.

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fares.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
Wood's Cross.	7 25 "	4 05 "	.50
Centreville	7 35 "	4 16 "	.75
Farmington	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 52 "	1.33
Arrive at Ogden.	9 00 "	5 40 "	2.00

Name of Station.	No. 2. Pass'r.	No. 4. Pass'r.	Fares.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville.	10 21 "	7 10 "	1.00
Farmington	10 52 "	7 31 "	1.33
Centreville	11 04 "	7 44 "	1.50
Wood's Cross.	11 18 "	7 57 "	1.75
Arrive at Salt Lake.	11 40 "	8 20 "	2.00

Passing Places.

MIXED TRAINS

WILL RUN DAILY,

(Sundays Excepted,)

Leaving Salt Lake City at 8:40 a. m. and 5:05 p. m.; and Ogden at 9 a. m and 3:30 p. m.

☞ For all information concerning Freight or Passage, apply to

JAS. SHARP, Gen. Freight and Ticket Agent.

JOHN SHARP, SUPERINTENDENT.

d11-ly

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.

d304 1y

J. D. THOMPSON

Phys[illegible]

OFFICE [illegible]

Z. C. M. I.

We will pay the HIGHEST MARKET PRICE for PEELED and UNPEELED PEACHES, APRICOTS, and PLUMS, and, on being notified, will call at the owner's residence and receive them.

IN ORDER TO MAKE ROOM FOR FALL SHIPMENTS we are offering the Largest Stock of General Merchandise ever brought west of Chicago at very close margins, comprising in part—

Summer Prints.
Percales,
Linen and Grass Suitings,
Alpaca Lustres,
Corded Alpacas,
Pique,
Domestic & Fine Ginghams.
Cheviots,
Checks,
Stripes,
Denims
Duck in all Colors.
Tickings,
Bleached Goods.
Sheetings,

DOMESTICS IN ALL GRADES!

Flat and Roll Cambrics,

Together with our usual Full Lines of

NOTIONS!

Including many novelties rarely seen in this market.

A MAGNIFICENT ASSORTMENT OF

Carpetings & Upholstery Goods

BLINDS AND BLIND TRIMMINGS!

AN IMMENSE STOCK OF

GROCERIES, HARDWARE,

Glass and Queensware,

POWDER, FUSE, MINERS' SUPPLIES

Agricultural Implements, &c.

Sole Agents in Utah for the Celebrated

STUDEBAKER WAGONS

We take pleasure in referring those who wish to buy, to parties whom we have supplied, as to the class of goods sold by us and our mode of doing business.

H. B. CLAWSON,
Superintendent.

Wanted, in any quantity,

large or small, WHEAT,
OATS, BARLEY, CORN,
EGGS, HIDES and WOOL,

for which the HIGHEST MARKET PRICE WILL BE PAID.

EVENING NEWS.

Saturday, October 16, 1875.

Valuable Railroad Invention.—A Compound Steel and Iron Rail and Telegraph Wire Bed.

Peter Bargine, formerly a machinist and foundryman of Stockton, but now of San Jose, is the inventor and patentee of a new rail-road rail, which promises to work a revolution in track building. It seems fully to answer all the requirements of the steel rail, and to overcome all the disadvantages of that article. While it is an absolute preventive of accidents arising from broken rails, it is also to be used as a telegraphic wire-guard, and makes a smooth road, even more so than the ordinary steel rail, from the fact that it is laid in broken joints, and combines, in the rail itself, all the advantages of the "fish joint," while the old "chair" is completely abolished. A description of it is easily given. The rail is made in two parts, the upper being steel the lower iron, combining firmness with elasticity. The steel portion is simply that part of the rail upon which the wheels roll, which may be termed the "T" portion, or rather the upper half of it. The inventor calls it "a steel bit," and in form it is exactly the shape of the upper half of the ordinary T rail, the "Web" or central supporting portion being more distinctly formed, and with less of the curve in it. Upon the usual iron base of the rail, which is slightly broadened, rise two "webs," which may be termed walls, leaving a U shaped groove, gutter like, the whole length. The upper portion or steel bit is set into this groove between the "webs" or walls, and bolted through from side to side. The "web" or arm of the upper part does not descend to the bottom of the channel in which it fits. This leaves a space, half oval, at the bottom of the groove, which is intended for insulated telegraphic cable. The under side of the "bit" or wearing rail rests upon the two "webs" or walls of the under rail. The laying of this rail is also important. The two parts are laid in "broken joints," and one bolt in each of the lower halves sits in a slot allowing plenty of margin for expansion or contraction of the metal, and for "crawling" of the track. The steel overlies every joint of the iron base, and no joint rests upon a tie, but always occurs between ties. The advantages of this rail are claimed and seen to be the following. First—That the liability of steel rails to break in frosty weather can bring no bad results, as any breakage of the upper rail but makes a new joint, and cannot displace the tractile or running surface of the rail. Second—The doing away with all chairs and heavy devices to secure the rail to the tie. Third—Lessening the cost of steel rail while giving all its advantages. Fourth—The saving of telegraphic poles and insulators, reducing telegraphic repairs, liability to disorder, etc., against which is the cost only of insulated cable. Fifth—The utilization of all the advantages of the "fish joint." In addition to these it is claimed, and by calculation shown, that the wear and repair are both lighter, because in relaying only the upper part, or "bit," will have to be replaced, while the base will remain for years. The relaying also can be done with a smaller force of men, at less cost, and with far greater rapidity. The cost of the new rail will be less than that of the solid steel rail, while a better rail will be rolled of this shape, as, being of easy form, it will be made more perfectly, and by machinery, than the solid rail. A collateral advantage arises from this rail—to wit, the re-rolling. As the under or iron part receives no wear at all, and comprises two-thirds of all the metal used, it leaves only the bit or wearing track, to be removed, when well worn, for re-rolling, and the simplicity of its form renders its rolling a matter of comparative ease, and within the mechanical capabilities of any railroad works. —*Sacramento Record-Union, October 11.*

THE PROGRESSIVE ONE-TRACK RAILWAY.—The Tulare *Times* of the 9th has the following description of the Progressive One-track Railway, invented by D. B. James of that town: "The principle upon which this road is built is somewhat as follows: Ties four feet in length are laid down, and upon them is bolted a wooden rail fourteen inches wide and eight inches thick, and in the center of this is bolted a second rail ten inches wide and two inches thick. This last rail is hardened by the use of asphaltum and other processes which we are not at liberty to explain. This completes the track, making a continuous and solid cord. The cars are provided with two wheels, with a flat face ten inches in width, and are the main supporters and run upon the center of the track. The car is kept on the track by means of four vertical wheels with faces of six inches. The wheels are bound with rubber, and run upon the side of the fourteen-inch rail, near the main wheels. Thus the car is made to traverse the track with perfect safety. The following estimate will approximate the cost per mile. Lumber, inch boards, 55 M, at $20 per M., $1,100; nails and spikes, $50; cross-ties, 528, at 25c, $132; labor in building, $300; fastening center rails, $50. Total, $1,582."

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OFFICE—Corner of South and East Temple Streets.

The News Book and Job Printing Office has superior facilities for the execution of all kinds of Book and Job Printing.

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BOOTS and SHOES,

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As You Dry YOUR APRICOTS, PLUMS AND PEACHES

Take them to

TEASDEL'S!

And get the

Highest Market Price

FOR THEM.

Look out for the Wagons. City Patrons leaving their address can have the Delivery Wagons call for Dried Apricots.

S. P. TEASDEL.

S. A. MITCHELL.....DAVID JAMES.

Mitchell & James

RESPECTFULLY announce to the public that they have

REMOVED

To their new premises on

West Temple Street,

Opposite the City Meat Market,

Where they hope, by strict attention to business and small profits, to merit the continued patronage so liberally bestowed upon them.

Tin, Sheet Iron & Coppersmiths

Furnace Work and Roofing.

GALVANIZED IRON CORNICE. GAS, WATER and STEAM FITTERS.

WEST TEMPLE ST.,

Opposite City Meat Market.

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EVERY DAY

At the Bavarian Beer Gardens

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FROM THREE TO EIGHT P.M.

EXCELLENT BEER ON TAP,

Lunches of every kind.

ICE CREAM, CAKES, AND DELICIOUS SUMMER DRINKS.

Sunday Receptions—Ice Cream and Summer Drinks only dispensed.

FREDERICK BEER.

d190

PIANOS!

PARLOR

GRAND;

PARLOR

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1850. THE 1875

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Shortest, Quickest and Best Road Between

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Via

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The only route carrying the through Mail and Letter Mail, making close and sure connections at

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With trains arriving from the West, Central and Union Pacific Railroads,

OMAHA

With all Fast Express Trains, East, West and South.

☞ The most elegantly furnished **PALACE SLEEPING CARS** ever run on any railroad are now built, owned and run by this Company between

OMAHA AND CHICAGO.

THROUGH TICKETS to all points can be obtained at Company's Office, 63 Montgomery Street, and at C. P. R. R. offices in San Francisco and Sacramento.

Be sure your tickets read VIA ROCK ISLAND.

A. M. SMITH, General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
d1606m

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PITTSBURG, FORT WAYNE AND CHICAGO RAILROAD

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Will run the Celebrated

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Without Change!

Leaving Chicago Daily at 4:15 p. m.

☞ This Route is especially desirable for business men, as it affords them an opportunity to visit Pittsburg, Philadelphia, New York and Boston, the best markets in the East.

Sleeping Car Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Office, 43 West Madison St., and at Depot, corner Madison and Canal Streets, where sleeping cars will be in waiting.

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If properly used, they will cure many diseases, and are more especially valuable in DEPRAVED LIVER COMPLAINTS, INDIGESTION, JAUNDICE, and all cases of FEVER, COLDS, URINARY AND KIDNEY DISEASES, RHEUMATISM, COSTIVENESS, HEARTBURN, DIARRHŒA, NERVOUSNESS, MEASLES, for PURIFYING THE BLOOD, and for many other diseases, and all cases of BILIOUSNESS and DISORDERED STOMACH.

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J. F. JOHNSON, St. George, Utah.

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United States Officers for Utah.

Governor—W. H. Emory.
Secretary—George A. Black.
Chief Justice—D. P. Lowe.
Associate Justices—Jacob S. Boreman, Philip H. Emerson, Mich.
Marshal—Geo. R. Maxwell.
U. S. Attorney—William Carey.
Surveyor-General—General Kinkaid.
Receiver of Public Moneys—F. M. Silva.
Register of Land Office—[illegible].
U. S. Assessor and Collector—O. J. Hollister.

Territorial Officers.

Delegate to Congress—Geo. Q. Cannon.
Attorney-General—Zerubbabel Snow.
Marshal—J. D. T. McAllister.
Auditor—Wm. Clayton.
Treasurer—James Jack.
Superintendent of Common Schools—Wm. Riggs.

Salt Lake County Officers.

Probate Judge—Elias Smith.
Selectmen—Reuben Miller, Isaac Stewart and E. Mallit Weiter.
Coroner—George J. Taylor.
Sheriff—Stephen W. Taylor.
Prosecuting Attorney—Z. Snow.
Assessor and Collector—R. J. Hotchkiss.
Treasurer—Theodore McKean.
County Clerk—D. Rockholt.
County Recorder—Edwin D. Woolley.
School Superintendent—O. H. Riggs.

City Officers.

MAYOR:
Daniel H. Wells.

ALDERMEN:

1st Municipal	Ward—	Isaac Groo	
2d	"	"	George Symons
3d	"	"	A. H. Raleigh
4th	"	"	John Sharp
5th	"	"	Alex. C. Pyper

COUNCILORS.

Brigham Young, Theodore McKean, W. Thatcher, John R. Winder, Robert Glover, W. H. Folt, David McKenzie, Feramorz Little, Henry Dinwoodey.

Treasurer—Paul A. Schettler.
Recorder—Robert Campbell.
Marshal—John D. T. McAllister.
Auditor of Public Accounts—Robert Campbell.
Assessor and Collector—John R. Winder.
Superintendent of Streets—William Hyde.
Surveyor—Jesse W. Fox.
Board of School Inspectors—Professor John R. Park, Henry L. Doremus.
Sealer of Weights and Measures—N. Davis.
Captain of Police—Andrew Burt.
Water Masters—William Hyde.
Inspector of Buildings—A. H. Raleigh.
Inspector of Wood and Lumber—H. Dinwoodey.
Inspector of Liquor—Robert Campbell.
Inspector of Flour—Jesse C. Little.
Superintendent Insane Asylum and Hospital—Theodore McKean.
Physician Insane Asylum and Hospital—S. B. Young.

JUSTICES OF THE PEACE.

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2d	"	"	Gibson E. D. Gibbs;
3d	"	"	Milen Atwood;
4th	"	"	