

Scofield George  
 Scofield Wm or John Beck  
 Shepard Moreton 5  
 Shackelford H E 2  
 Shed Wm H  
 Showan Alexander  
 Shumway Aurora  
 Senter Riley 2  
 Sergeant L H  
 Simonds Silas G  
 Smith Bennett  
 Smith David  
 Smith Medad D 2  
 Smith Mix  
 Smith Robt E 2  
 Snelling John  
 Snider Henry  
 Steiger F E  
 Stephens Wm H  
 Stevens Charles F  
 Stewart George  
 Street Charles R  
 Stringer Thomas  
 Stewart James S  
 Stone D W 2  
 St John Aden C  
 Souther Wm  
 Southworth H L  
 Sutch Jane  
 Swartwout C F  
 Sweet Chancey

Taylor E N  
 Taylor Adam  
 Taylor Daniel  
 Temple James W  
 Temple Wilson  
 Thomas Henry S 3  
 Thompson William  
 Tittle Jonathan  
 Townsend David  
 Towland John M

Trainer Joseph  
 Trotter Alexander  
 Tucker Geo W

Vail G C S 2  
 Van Allen Jacob D  
 Van Brunt Geo M  
 Van Dyke Walter 5  
 Van Orden John 3  
 Vertrees Alfred

Walker James  
 Ward Henry J 2  
 Ward Luke C

Weaver Charles  
 Weed Hampton  
 Welch Adonijah S  
 West Addison  
 West Geo & Dr 2  
 White Thomas  
 Whitlock Charles 3  
 Whitlock Q M  
 Wheeler Jacob  
 Wilson Alfred G or D Wind  
 Wilson Curtis  
 Wilson Gen John 4  
 wilson w B  
 wilcox S S  
 wilkinson Jacob  
 wilkinson Richard  
 wintermute S  
 winters Jacob  
 williams Elias  
 williams Graham M  
 williams John M  
 woodworth Hiram P  
 woodworth Lysander  
 woolsey T D  
 wolcott Lyman B  
 wright Samuel

**TRANSATLANTIC TELEGRAPH.**—An ingenious article on this subject, by John A. Roebling, Esq., civil engineer, of Trenton, N. J., is published in the *New York Journal of Commerce*. Mr. R. has had much experience in the construction of wire cable suspension bridges and aqueducts, and in the manufacture of wire ropes. He considers the construction of a line of telegraph wire across the Atlantic entirely practicable, and the cost not to exceed \$1, 300,000, on which he thinks very large dividends may be expected. Many things which at first seemed preposterous, have proved to be not only practicable, but eminently important and valuable, and therefore it would not be wise to say that even a permanent telegraph across the Atlantic may not be brought into successful operation. Mr. Roebling rejects the idea of a floating telegraph, by suspending a wire by floats and buoys at a certain depth below the surface of the ocean, and approves one suggested some time ago by Mr. John Wilkins, of New York, by sinking a strong wire upon the bottom of the ocean.

He goes into full and apparently satisfactory details.

**EMIGRANTS ;**—Look out for stolen horses! an Indian stole a horse and gun from our city, sold them to an emigrant. The stolen property has since been overhauled, and restored, and the Indian punished,—but who pays the emigrant?

**INDEPENDENT COMPANY ;**—A man, leading a milch cow, with a small pack, passed our office yesterday, face west.

## THE GOLDEN PASS!

OR,

### NEW ROAD THROUGH THE MOUNTAINS.

Travellers between the States and California, are respectfully informed that a new road will be opened on and after the 4th of July, between the Weber River and Great Salt Lake Valley—distance about 40 miles; avoiding the two great mountains, and most of the Kanyons so troublesome on the old route.

The road is somewhat rough and unfinished; but is being made better every day. Several thousand dollars are already expended by the proprietor, who only solicits the patronage of the public, at the moderate charge of

50 cents per conveyance drawn by one animal.

75 cents per conveyance drawn by two animals.

10 cents per each additional draught, pack, or saddle animal.

5 cents per head for loose stock.

1 cent per head for sheep.

The foregoing prices will average about one dollar per wagon.

This route lies up the valley of the Weber River some 15 or 18 miles, open, smooth, and grassy; thence, through a dry hollow, and

over an abrupt range of hills, some 3 miles; thence, through well watered, grassy, and beautiful plains and meadows, 3 miles; thence down the open and grassy valley of a stream 3 miles; thence, 2 miles up a smooth ascent, through mead-

ows, and table lands of pine, fir, and aspen forests, to the summit

of a mountain; thence, 6 miles down a gradual descent of table

land to the head of the Great Kan-

yon; thence, through a rough road,

with grass and fuel abundant, 6

miles to the valley; entering which,

thousands of acres of fresh feed,

cover the table lands at the foot

of the hills and mountains; where

teams can recruit, while all the

principal flouring mills are in the

same vicinity.

If a road worked by the most persevering industry, an open country, good feed and fuel, beautiful-ly romantic and sublime scenery, are any inducement, take the new road, and thus encourage public improvement.

G. S. L. City, June 22, 1850.

P. P. PRATT,

Proprietor.