

from five to twenty dollars a head.

In the spring of 1851 Amasa Lyman and Charles C. Rich, apostles prior to that date been almost of the Mormon Church, accompanied by a small company of immigrants, arrived in the valley by way of the Cajon Pass, having been sent overland by Brigham Young to settle in this section of country in order, it is believed, to prepare a starting point for his European immigration, instead of sending it to New York or New Orleans and thence overland to Utah.

Shortly after their arrival, and through the influence of Col. Williams of the Chino ranch, negotia- county. tions were entered into by Lyman and Rich and the Lugos for the purchase of the ranch. The price was fixed at \$77,500 and was to include the entire valley, the Lugos claiming to the base of the mountains all round. Soon after the purchase a fort was erected for protection against Indians, there being an outbreak about that time, where the buildings occupied by Mr. Conn and the property of Dr. Wozencraft now stand. Active farming operations were then commenced by the Mormons; this for a period of one or two years included the building of roads, the digging of irrigating ditches and the erection of both saw and grist mills. The most arduous work, however, and which occupied about 1500 days work, was the building of the is liable in damages. mountain road to reach the forests of pine timber on the summit of the Sierra Nevada range. This road IMPORTANT TO THE TRAVELING is now unused, another further to the eastward and of much easier grade having been built within a starting on a journey to ascertain few years past through the aid of by what route they can reach their arrivals from Utah and the upper and if there are two or more roads country, steps were taken to aban- leading to the same point, to decide don the old fort, and to lay off a town. At one time its location was contemplated on City Creek, to travel. but this idea was abandoned, and in 1852 the present town of San the CHICAGO & NORTH-WESTERN B:rnardino was surveyed by Henry RALWAY is the oldest, and several G Sherwood. The erection of miles the shortest, route between buildings outside the fort limits Omaha and Chicago. Within the then commenced, and the people past two years the road bed has generally moved out on their lots, been put in admirable condition, sold to them for \$100 and \$125, the and almost the entire line has been latter being the price charged for re-laid with steel rails. corner locations. to pay for the ranch and a loan be- all other lines, passengers can alcame necessary. This was finally ways be sure of making Eastern negotiated with Pioche Bayerque connections. & Co., of San Francisco, the inter. est amounting to \$1050 every Chicago with the Lake Shore & Mimonth. The raising of this money | chigan Southern, Michigan Central, kept the people in a constant state Baltimore & Ohio, Pittsburg, Fort of poverty, and was a great draw- Wayne & Chicago, Kankakee Line back to the growth of the place. under government instructions and If you are going to Chicago, or the patent issued to the Lugos for East, you should, by all means, pur 35,509 acres or eight leagues. This chase your tickets by the Old Piogave Lyman and Rich a clear title neer Routeto their purchase and is the one The Chicago and North-Western.

culture of semi-tropical fruits had wholly neglected. The settling of Riverside and the almost unprecetrees there, as also a few orange trees at Old San Bernardino, demonstrated that portions of this valley were superior to Los Angeles. land being easy to obtain at low price-, gave the county a start in spite of the efforts of Los Angeles real estate men to prejudice new comers to the country against this

This growth has steadily increas ed in consequence of a wider dis semination of the fact-, indeed. at no period since the settlement of the valley has a larger immigration taken place or greater prosperity attended the people, than within the past six or nine months. Real estate is still rapidly rising in value, the near approach of the Southern Pacific R. R. and the development of the mines causing scores of strangers from the East to come here seeking investment. - San Bernardino Advertizer.

It has been decided in a French court that the landlord who fails to have his guests duly awakened to catch the trains they wish to take

AM NOW RECEIVING MY SPRING STOCK OF THESE CELEBRATED WAGONS. No Wagon ever sold in Utah has given better satisfaction than has the BAIN WAGON in the past three years, and dented growth of fruits, flowers and Mr. Bain assures me that he never was so well prepared to make good wagons as he is for this season, and that he will send a better wagon now to Utah than he ever did before. Call and see my stock constantly arriving of the various kinds of

These facts becoming known, and FREIGHT, FARM, ORE AND LIGHT SPRING WAGONS OF ALL SIZES AND STYLES.

and Hard Wood. Wagon Material

The Most Complete Stock and Carefully Selected in Utah.

Walter A. Wood Mowing and Reaping Machines; Paddock Sulky Hay Rake, the Best in the United States; a Full Stock of the Celebrated Coan and Ten Broeke Concord Buggies and Carriages; the Best and Most Improved Plows and Harrows, Corn Cultivators, Etc.

I guarantee all I sell to give Satisfaction, and I sell at the Most Reasonable Prices.

FIRST WAGON DEPOI' SOUTH OF THE THEATRE. HOWARD SEBREE, Salt Lake City. Address,

PUBLIC.

It is the duty of all persons before As population increased by new destination with the least trouble, which is the safest and pleasantest

We take pleasure in stating, that

The Depot in Chicago is centrally During this time much difficulty located, and as their trains arrive was experienced in raising money there thirty minutes in advance of

Close connections are made at and Pan Handle Routes, for ali In 1857 the ranch was surveyed points EAST and SOUTH-EAST.

upon which all sales of ranch land You will find on all through

Notice to the Public!

THREE YEARS' EXPERIENCE HAS TAUGHT US THAT WE CANNOT DEAL IN TWO different makes of wagons with satisfaction to the manufacturers, ourselves and the public. Therefore, we shall hereafter only buy and sell the

FISH BROTHERS WAGONS.

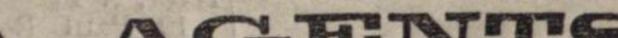
They have been so steadily and deservedly growing in favor, that we find it next to impossible to sell any other wagon. Ask any person who has bought one for the last two years, and he will tell you he has never had a tire or spoke loose, or a wheel broken or out of repair. He will tell you that the Fish Brothers Wagons run the easiest, and are the best in all respect .

The balance of our stock of Mitchell Wagons on hand we offer for sale at cost.

We thank the public for its generous patronage in the past, and shall try to deserve your kind favors in the future. We know from the letters written us, and the thousands of words of commendation received from purchasers, that in offering you the FISH BROTHERS WAGON we offer you

The Best Wagon on Wheels !





now made, is based.

the patent, and when the financial best Smoking and Second Class troubles were the greatest, Mr. Cars now on any road in the Uni-Ebenezer Hanks, an Upper Coun- ted States. try Mormon, came down and for a Particular information, with 1857, when a call from Brigham

trains Pullman Sleepers, new and Sometime prior to the issuance of magnificent Day Coaches, and the

third interest in the anch relieved maps, time tables, etc., may be had Lyman and Ri h from their em- at any of the Through Ticket Ofbarrassments; this gave a new im- fices in the West, or upon personal petus to matters, and under his direction, principally, the whole grant was sub-divided. Under City, A. H. Earl, Ticket Agent at Hanks' administration of business Ogden, or to J. H. Mountain, Westaffairs the condition of the people and place began to improve, and continued so to do until the fall of continued so to do until the fall of senger Agent, Chicago. w1

AGENTS. NOTICE TO We sell no wagons on commission. Fish Brothers' Wagons don't need to go round the country begging for purchasers. We can sell outright all the wagons the manufacturers can furnish us and

supply their other demands, and when a wagon leaves our yard, it is sold.

Yours very respectfully,

JOHN W. LOWELL & CO.

Salt Lake City, March 4th, 1875.