PIANOS!

PARLOR

GRAND;

PARLOR

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UPRIGHT

☞ *JUST RECEIVED! The Finest Assortment of* **First-Class PIANOS** *ever brought to this country. For sale at* **Reasonable Prices** *and on most easy*

MONTHLY INSTALMENTS

CALDER & CARLESS.

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1875.

Going South.

Name of Station.	No. 1 Passenger.	No. 3. Freight.	No. 5 Freight.	Fares.
Trains leave Salt Lake	4 00 P.M.	4 00 P.M.	9 00 A.M.	
Little Cottonwood	7 32 "	7 55 "	9 15 "	50
Junction	7 48 "	7 00 "	9 50 "	75
Arrive at Sandy	7 55 "	7 40 "	4 00 "	1 00
Leave	mid			
Sandy	8 03			
Draper	8 18			1 25
Lehi	8 05			1 75
American Fork	9 20			1 90
Pleasant Grove	9 32			2 00
Provo	10 15			2 50
Springville	10 30			2 60
Spanish Fork	10 51			2 75
Payson	11 22			3 00
Santaquin	11 43			3 50
Arrive at Terminus	12 00 M.			4 00

Going North.

	No. 2 Passenger.	No. 4. Freight.	No. 6 Freight.	Fares.
Trains leave Terminus	12 20 P.M.	8 00 A.M.	2 00 P.M.	
Santaquin	12 07			25
Payson	1 17			50
Spanish Fork	1 49			1 00
Springville	2 05			1 25
Provo	2 35			1 50
Pleasant Grove	3 05			2 00
American Fork	3 20			2 10
Lehi	3 38			2 25
Draper	4 22			2 75
Arrive at Sandy	4 37			
Leave Sandy	4 47	9 20	5 00	2 00
Junction	5 00	9 40	5 30	2 25
Little Cottonw'd	5 11	10 25	5 40	2 50
Arrive at Salt Lake	5 40 P.M.	11 00	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

F. LITTLE,
General Superintendent.

JAMES SHARP,
General Freight and Ticket Agent.

UTAH WESTERN RAILWAY

—OF—

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 4:45 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 33 "	4 12 "	75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 52 "	1.25
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 31 "	7 10 "	1.00
Farmington	10 52 "	7 31 "	1.25
Centreville	11 04 "	7 44 "	1.50
*Wood's Cross.	11 12 "	7 53 "	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 8:00 a. m. and 5:05 p. m.; and Ogden at 8:00 a. m. and 3:00 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 daily. The medicinal properties of these waters are such that it is needless to enumerate them here. Besides the Private Baths, there are two handsomely furnished Plunge Baths for Ladies and Gentlemen.

d304 1y

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 not to be found 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.

DAY & CO.

EVENING NEWS.

Friday, October 15, 1875.

SAVING WATER FOR IRRIGATION.

DAMMING THE AMERICAN RIVER—AN ARTIFICIAL LAKE—THE BARRIER SYSTEM.

Eds. Record-Union: From an experience of twenty-five years in California as miner and ditch operator, the writer ventures to give to the public such facts as have come under his observation having a bearing on the subject of irrigation. From an article published in the Placer *Herald* of some months ago, a brief outline of a plan designed to supply many of the wants, and successfully encounter many of the difficulties of the State will be reproduced in this writing. The fact is assumed without argument, that irrigation, navigation, leveeing and the suppression of that great and growing evil, hydraulic debris, are, one and all, to be controlled by the same agencies, and brought into use by the same means. In order that this may be apparent, a brief sketch of the proposed scheme is given. It is assumed that the construction of a barrier in the cañon of the American river to the height of 800 or 1,000 feet at a suitable point above Folsom would not in the least operate as an injury to any hydraulic mining of which this river is an outlet. All objections being removed, the practicability and use of such works is respectfully presented for the deliberate consideration and action of the public. It is a well known fact among miners that the strongest and most durable dam that can be built is that which is constructed of trees and brush with all the interstitial spaces filled with sand, gravel and sediment deposited by the water from the mines, which is heavily charged with a solution and mixture of these materials, the trees and brush being placed in the same order as shingling a roof. Say a proper base is prepared for this purpose, extending up and down the stream 300 feet. A stratum of trees in the order described is placed. In a short time this entire stratum is a solid mass of water-tight, compact masonry. A continuous repetition of this process, varied only by working to a design, will complete to any required height within the compass of the cañon the proposed barrier. A side chute for the permanent occupation of the river, it is easy to conceive, may be commenced and finished with the barrier, whose use and purpose will be for a waste-away for safety. Considering a sufficiently clear idea of the design to be understood, an examination of some of its claims is presented. The first effect of such a structure will be the permanent stoppage of the waste material from the mines; the next will be that the water will be sufficiently filtered so as to be clear and pure in appearance, but not really so. From this point to the ocean it bears no menace with it. This much being accomplished, it requires but little engineering knowledge to understand that an excellent site for an artificial lake has thus been formed of from eight to ten miles in length and from two to two and a half miles in width. Now supply this lake with proper waste ways and outlets for safety and distribution, and repeat them in every mining river in the State until they can be counted by the hundred, then is it a shock to public credulity to assert that the storms of winter may be gathered and controlled so as to be of immense benefit in preventing the calamities of inundation? And what is more, can agriculture depend upon any system for its supply of water which does not embrace the idea of gathering the storms of winter for its use? Mining experiments have fully demonstrated the great poverty of any plan of ditching which does not; also carry with it large reservoirs. For the benefits of navigation this plan is confidently given. Who will say that the expedient of wing damming in order to open a stream up to navigation is in any respect equal to it? It is too much to claim that the system of leveeing to reclaim overflowed lands may not receive vast benefits from it.

If, then, the barrier system will accomplish one-half of what is claimed for it, then nothing but its practicability and cost should interfere in having them. The writer not only believes the plan to be practicable, but the cheapest and best to meet the wants of the country to be found. A system of this kind when entered upon will give employment to many useful immigrants who are coming among us, and will be of vast importance in gathering immense quantities of water, in settling feuds and difficulties which are certain to spring from a scarcity, and which also will bring the State to its full agricultural status in the shortest time, and will also avert many calamities by insuring pure, instead of foul water.

G. B.

—*Sacramento Record-Union.*

MINING STOCKS.

AFTERNOON BOARD.

San Francisco, August 14.

75 Jefferson, 4½
150 Northern Belle, 3
50 Hussey, 4¼
100 Mansfield, 20c
95 Valley, 3; 2½
85 Ely, 30; 32; 33; 32½
370 Eureka Con, 17, b 5
250 Leopard, 12½
310 Gila, 2½; 2½
100 Ills Centl, 50c
60 Empire Ida, 22c
100 Sheridan, 5
100 American Flat, 2
810 Woodville, 2½; 2½; 2½
225 Mint, 10c
320 Lady Washington, 32½; 33; 31
155 Belcher, 34; 33½
10 G H Hill, 62
160 Pacific, 1½
325 Fargo, 14c; 12½c
200 Ballou
200 Andes, 4½
400 Midas, 2½; 3; 2½
160 Florida, 4½; 4
200 North Gaston, 20c, 6c
110 Leviathan, 1½
100 Prospect, 4
270 G & C, 21; 21½; 21½
445 Ophir, 68; 67½; 67½
440 H & B, 51½; 51½; 52; 52½, b 30; 51½
510 Justice, 31; 31; b 30; 30½
75 Jacket, 62; 62, b 5
105 H & N, 45
440 Mexican, 22½; 22½
40 Crown Point, 50
110 Gould & Curry, 50; 48
105 Chollar, 50
100 Union Con, 9½; 9½; 9½
200 Iowa, 2½
15 Imperial, 30
80 Savage, 66; 65

ANOTHER STRIKE!

A. HOPPER,

Has Commenced Striking in his Old Shops, known as the

RAILROAD SHOPS,

SECOND SOUTH STREET,

Where he will be pleased to see his old Friends and Patrons and their Cash.

The Business will be carried on in All its Branches, and none but Competent Men employed.

d316

JOE BARBER,

CUTLER, ETC. AND GUNSMITH.

SAWS SHARPENED, STOVES REPAIRED, GUNS REPAIRED, STOCKED, Etc.

Commercial Street

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.

E. 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.

d124 1y

FREE CONCERT!

EVERY DAY

At the Bavarian Beer Gardens

Corner of East Temple and Third, South Streets.

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 HEIM.

d180

J. D. THOMPSON,

Physician & Surgeon

OFFICE AT WASATCH HOUSE.

Can be found at all hours.

U. P. R. R.

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

LEAVE.

Daily Express.....8.30 a.m.
Mixed.....5.30 p.m.
Freight.....10.00 a.m.

ARRIVE.

Daily Express.....6.10 p.m.
Mixed.....8.35 a.m.
Freight.....6.10 a.m.

Daily connections made at Ogden with Union Pacific trains from and to Omaha. Only direct route in Eastern 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 Northwestern, Chicago, Rock Island and Pacific, Burlington and Missouri, Kansas City, 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 offices of the Union Pacific, Central Pacific, and at the office of Utah Central Railroad, in Salt Lake City, and at Union Pacific Railroad Ticket Office in Ogden, at which office berths for Sleeping cars can be secured.

THOS. L. KIMBALL,
Gen'l Ticket Agent.

T. E. BROWNE, Chief Eng'r and Supt. d11

1850. THE 1875

Deseret News.

DAVID O. CALDER,

Editor and Publisher.

PIONEER PAPER

Of the Rocky Mountain Country,

AND THE PAPER OF THE PEOPLE

THE LARGEST CIRCULATION

OF ANY PAPER IN THE TERRITORY.

PRICES GREATLY REDUCED

THE

DESERET NEWS WEEKLY,

Established June 15, 1850,

Published Every Wednesday,

ENLARGED

To a sheet 33 x 49 inches, 16 Pages

EIGHTY COLUMNS

Of Closely Printed Reading Matter.

Contains a Summary of the News of the Week, Telegraphic, Agricultural, Home and Foreign Correspondence, Miscellaneous Domestic and Foreign News, Editorial Articles on Current Events, and

SERMONS OF THE FIRST PRESIDENCY

And the Twelve Apostles.

A Standard Household Journal.

As an Advertising Medium, to reach the farmer, the country people, and all classes of the community, it stands unrivalled.

Price, *with Postage,*.....**$3.65**

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The Deseret News

SEMI-WEEKLY,

Published every TUESDAY and SATURDAY,

On a Sheet 27 x 39 inches

32 COLUMNS

Closely Printed Reading Matter

Contains Telegraphic Reports, Home and Foreign Correspondence, Agricultural, Domestic and Foreign News, Editorial Articles on Current Events,

SERMONS OF THE FIRST PRESIDENCY etc.

☞ *As an Advertising Medium it offers Superior Advantages.*

Price, *with Postage,*.....**$4.25**

IN ADVANCE.

THE DESERET Evening News,

PUBLISHED EVERY EVENING,

Except Sundays.

Size of Sheet, 24 x 38 Inches.

32 COLUMNS

Has the largest Circulation in the city of the surrounding villages and throughout the Territory of any daily paper. Its editorial columns are kept up to the interesting and instructive Local Items, Home and Foreign Correspondence, Editorial, Agricultural, Railway, Domestic and Foreign News, Editorial Articles on Current Events, and the Sermons of the First Presidency.

☞ *As an Advertising Medium it offers Superior Inducements.*

Price, *with Postage,*.....**$10.50**

IN ADVANCE.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the

Shortest, Quickest and Best Route between the

PACIFIC & ATLANTIC

Via

Des Moines, Rock Island and Chicago.

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

COUNCIL BLUFFS,

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

CHICAGO,

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

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

OMAHA AND CHICAGO.

THROUGH TICKETS to all points East can be obtained at Company's Office, 201 Montgomery Street, and at U. 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.
d168m

Through Cars to Washington City

On and after Nov. 1st, 1875,

THE

PITTSBURG, FORT WAYNE AND Pennsylvania Railroad

Will run the Celebrated

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

Leaving Chicago daily at 5:15 p.m.

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

Ask for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all principal Railroad Ticket Offices in the West, at the Company's Office, 42 West Madison St., and at Depot, corner Madison and Canal Streets, where cars leave.

P. R. SYERS,
Gen'l Pass. and Ticket Agt.

J. N. McCULLOUGH,
General Manager.

W. C. CLEARY,
Ass't Gen'l Pass. Agent.

Rocky Mountain Pills

A VALUABLE MEDICINE,

From New and Rare Medicinal Plants recently discovered in the Rocky Mountains!

PURELY VEGETABLE.

FIFTEEN years of earnest botanical research among these mountains and valleys have resulted in the discovery, not only of many plants of which have been in use by the Indians, but of some of great healing virtues, the properties of which are now known only to themselves. From these newly discovered plants are these pills compounded.

If properly used, they will cure very many diseases, pains and aches, and are more especially valuable in DYSPEPSIA, LIVER COMPLAINTS, INDIGESTION, JAUNDICE, and all cases of FEVERS, COLDS, PRIMARY AND KIDNEY DISEASES, RHEUMATISM, COSTIVENESS, HEADACHES, DEBILITATING WOMB MEASES, the PURIFYING the BLOOD, and for many other diseases, and all cases of DEBILITY, BADNESS and DISORDERED STOMACH.

On orders accompanied by the cash or postal order, I will send safely by mail, postpaid, 1 box Pills for 25 cents; 1 dozen boxes, $2.50; 1 gross boxes, $24.00.

J. M. JOHNSON,
d32 St. George, Utah.

OFFICIAL DIRECTORY.

United States Officers for Utah.

Governor—W. H. Emory;
Secretary—George A. Black;
Chief Justice—D P Lowe
Associate Justices—Jacob S. Boreman, Michael Hoyt, Philip H. Emerson, Mich.
Marshal—Geo. R. Maxwell;
U. S. Attorney—William Carey;
Surveyor-General—General Kinsman;
Receiver of Public Moneys—V. A. C. Silva;
Register of Land Office—Oliver Ellison;
U.S. Assessor and Collector—O. J. Hollister.

Territorial Officers.

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

Salt Lake County Officers.

Probate Judge—Elias Smith;
Selectmen—Reuben Miller, Isaac Groves and E. Hollis Weber;
Coroner—George A. Taylor;
Sheriff—Stephen W. Taylor;
Prosecuting Attorney—Z. Snow;
Assessor and Collector—Reed Rolfe;
Treasurer—Theodore McKean;
County Clerk—D. Rockholt;
County Recorder—Edwin D. Woolley;
School Superintendent—O. H. Riggs.

City Officers.

Daniel H. Wells;

ALDERMEN:

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

COUNCILORS:

Brigham Young, Theodore McKean, Geo. W. Thatcher, John E. Winder, Henry Grow, N. H. Felt, David McKenzie, Ferdinand 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 E. Winder;
Supervisor of Streets—William Hyde;
Surveyor—John W. Pratt;
Board of School Inspectors—Professor J. E. Park, Henry L. Dougall;
Sexton of Twelfth and Seventh—N. Davis;
Chief of Police—Andrew Burt;
Water Master—William Hyde;
Inspector of Buildings—A. H. Raleigh;
Inspector of Wool and Leather—E. Dinwoodey, Alonzo Ames;
Inspector of Glass—Robert Campbell;
Inspector of Provisions—Jesse C. Little;
Superintendent Insane Asylum and Hospital—Theodore McKean.
Physician Insane Asylum and Hospital—S. P. Young.

Municipal Ward—Lewis Glass;
" " Gustav Schaub;
" " Gustav E. G. Sloter;
" " Milen Atwood.