

Jas. Linforth, E. B. Rail, F. D. Kellogg,

LINFORTH, KELLOGG & RAIL,

(Successors to L. B. Benchley & Co.,)

IMPORTERS AND JOBBERS OF

**American, English
and German****Hardware,**

AGRICULTURAL IMPLEMENTS

And

MINING TOOLS,

Nos. 3 and 5 FRONT STREET, Near Market,

w10tf

SAN FRANCISCO.**WOODMANSEE & BROTHER,**DEALERS IN DRY GOODS, GROCERIES and
GENERAL MERCHANDISE.

STORAGE AND COMMISSION MERCHANTS.

w1f Fire-Proof Building, Main Street

PIONEER LEATHER AND SHOE FINDING STORE

JUST RECEIVED, and for sale, Wholesale and
Retail, low for cash and produce, a large
supply of Sole and Upper Leather, Calf and Kip
Skins, Boot and Shoe Findings, **PROVISIONS**
and **GROCERIES**, four doors below Eldridge
& Clawson's. Please give me a call.
w5 6m

W. S. TRESCOTT.**GLOBE BAKERY.**

Next the Post Office, Salt Lake City.

GOLIGHTLY & HARRIS

Keep constantly on hand a supply of **BREAD,**
CRACKERS, and all kinds of
CANDIES.
Country Stores supplied. w5 tf

CATTLE! CATTLE!

WANTED to purchase YOUNG STOCK,
CATTLE and COWS, over six years old,
not wanted. Apply to

B. F. KNOWLTON,
19th Ward.

w48tf

J. A. HORBACH & CO.,

Dealers in

Agricultural Implements,

And all kinds of Farm Machinery,

SOLE AGENTS FOR

The BUCKEYE REAPER & MOWER,

Excelsior Reaper & Mower, Hains' Header,

JOHN DEERE'S MOLINE PLOWS,

Smith's Cast Steel Plows,

SCHUTTLER'S and RACINE WAGONS,

Hall's celebrated

FIRE and BURGLAR PROOF SAFES,**OMAHA, NEB.**

d82 1m&w4 2m

HENRY DINWOODEY,

Manufacturer of every description of

CABINET WARE,

EAST TEMPLE STREET,

Salt Lake City,

WHOLESALE AND RETAIL,

HAS a Large Stock of Good, Oil Painted

FURNITURE

Constantly on hand.

FAMILIES SUPPLIED.

Prices Reasonable.

The Undertaker's Department is also
Appropriately Furnished.
w24tf

TO THE MERCHANTS OF UTAH!**A. T. GREEN,**

Successor to

JAMES LINFORTH,**Commission Merchant,**

3 FRONT STREET, near Market,

SAN FRANCISCO, CAL.

MERCHANDISE and MACHINERY of
all descriptions purchased or imported
for UTAH TRADERS on the most favorable
terms and at lowest current rates.

The near approach of the CENTRAL PACIFIC
RAILROAD to the principal business points in
Utah, affords an opportunity to merchants to
quickly and frequently replenish their stocks
at any season of the year.

Many articles of general consumption, both
of Foreign production and California manufacture,
can be obtained at less cost from San
Francisco than elsewhere.

California and Oregon-made Woolen Goods,
Blankets, Cassimeres and Clothing, such as
underwear and Hosiery, are superior to any-
thing imported and intrinsically cheaper.

Making

SAN FRANCISCO

Unquestionably

The Market for Utah!

And ahead of all others in the advantages

offered.
Actual market quotations and all necessary
information furnished to merchants on appli-
cation.

Having been for the last sixteen years engaged
in the Wholesale Trade of this city, and ac-
quired a general knowledge of this Market, and
the wants of the Country Merchants, through
direct intercourse with them, I feel justified in
saying that all orders for Goods, of any descrip-
tion, or any other business entrusted to my
care will be attended to with satisfaction to my
patrons.

Respectfully soliciting a continuance of the
business, as heretofore confided to Mr. Linforth,
I beg to refer (by permission) to the following
gentlemen.

A. T. GREEN,

No. 3 FRONT STREET, SAN FRANCISCO.

References:

Jas. Linforth, Esq., of Linforth, Kellogg & Rail;
Jonathan Hunt, Esq., Pres. Pacific Insurance Co.;
A. J. Ralston, Esq., Sec. Pacific Insurance Co.;
Falkner, Bell & Co.; Badger & Lindenberg;
L. B. Benchley, Esq.; Meagher, Taaffe & Co.;
J. A. Donohoe, Esq., of Donohoe, Kelly & Co.;
Roberts, McNish & Co.

w30 1y

THE

**PROVO
CO-OPERATIVE
INSTITUTION**

Respectfully announce to the Inhabitants of
UTAH COUNTY and the counties south
that they have purchased the entire

STOCK AND BUILDING

OF

MESSRS. KIMBALL & LAWRENCE**IN PROVO,**

AND HAVING ON HAND THE

Largest Stock of Merchandise

Ever offered south of Salt Lake City, they are
prepared to offer superior inducements to

WHOLESALE and RETAIL

BUYERS,

Their Stock having been purchased since the
decline in Goods, and to which constant addi-
tions are being added, consisting in part of

DRY GOODS,**GROCERIES,****CLOTHING,****BOOTS AND SHOES,****HATS,****HARDWARE,****CROCKERY,****FARMING IMPLEMENTS,****ETC., ETC.,**

This being the People's Store, we solicit their
patronage.

By Order of the Directors,

A. O. SMOOT, President**R. R. HOPKINS, Business Manager.**

Stock and Grain taken in exchange
for Goods.
w8 4

\$20 REWARD!

STRAYED or STOLEN, one SPAN of HORSES,
one sorrel, the other black. The sorrel has
on a headstall halter and is branded with a
figure 3 on one shoulder; the black is branded S
on the right shoulder. Formerly owned by Jo-
seph Dawson. Any person that will deliver
said Horses to Judson Tolman, Bountiful, Davis
County, shall receive the above reward.
s24 2w12-1

JUDSON TOLMAN.

GREAT**CENTRAL ROUTE****THE MICHIGAN CENTRAL RAILROAD**

AND CONNECTIONS,

Unite in running **FOUR EXPRESS PAS-
SENGER TRAINS DAILY** between Chicago
and New York, Boston, and all intermediate
points in New England, New York and the
Canadas.

The renowned **Pullman Palace Sleeping
Cars** are run on this line, exclusively, from
Chicago east, and are fully supplied on all night
trains.

The famous **PULLMAN HOTEL CARS**
leave daily on evening trains running directly
through to Rochester, N.Y., without change.

The passenger equipment of this line is une-
qualed by any other in the country, and will
be found by patrons to possess all the requisites
of "**SPEED, COMFORT and SAFETY.**"

Connected with the

GREAT CENTRAL ROUTE

IS ALSO

The Blue LineEstablished January 1, 1867, for the carriage
of**Through Freight without Transfer.**

This Line is owned and operated by the Mich-
igan Central; I Illinois Central; Chicago, Burling-
ton and Quincy; Chicago and Alton; Great
Western of Canada; New York Central; Hudson
River; Boston and Albany; Providence and
Worcester; Worcester and Nashua; Housatonic;
and Jackson, Lansing and Saginaw Railroads.

THE "BLUE LINE"

Is the only route that offers to shippers of
freight the **advantage of an unbroken
guage of track** from Chicago and the Missis-
sippi river to the seaboard, and is of the

SAME GAUGE AS THE UNION PACIFIC,

over which these cars will run on completion
of that road.

THE BLUE LINE CARS

Are ALL OF UNIFORM BUILD, thus largely
lessening the chances of delay from the use of
cars of a mixed construction, and the conse-
quent difficulty of repairs while remote from
their own roads.

The Blue Line is operated by the Railroad
Companies who own it, without the interven-
tion of intermediate parties between the Roads
or Line and the public.

The facilities of the Line for making
uniformly quick time are unequalled.

All claims promptly settled on their
merits.

Freight contracts given at the offices of the
Companies in New York, Boston, &c.

H. E. SARGENT,
Gen'l Supt. M.C.R.R., Chicago.**H. C. WENTWORTH,**
Gen'l Pass. Agent, Chicago.**J. D. HAYES, Detroit,**
Gen'l Manager Blue Line. w41y**BROWN & MATHEWS,
MERCHANT TAILORS**

And Importers of Fine Woollens for Men's
Wear. Special attention paid to getting up

MILITARY UNIFORMS,

Everything required for an Officer's Outfit, from a
Second Lieutenant up to a Major General,
furnished at reasonable prices.

Special attention paid to making **SHIRTS** to
order. Measures taken and fit guaranteed in
all cases. Also dealers in

Gents' Fine Furnishing Goods,

And everything that pertains to a gentleman
outfit.

**No. 93 WABASH AVE.,
CHICAGO, ILL.****Correspondence.**

OFFICE J.S. & D.F. CASEMENT,

END OF TRACK, U.P.R.R.

April 23, 1869.

Editor Daily Deseret News:—Railroad
matters have just taken a decided "po-
sish," in reference to junction, etc. All
work upon the Central Pacific line be-
tween the eastern base of the Promontory
and Ogden has ceased and the work
on the U. P. is being urged towards the
summit of the Promontory with all pos-
sible speed. But fifteen miles more grad-
ing remain for the U. P. to the Summit
and their line from that eminence to the
hopeful town of Ogden becomes the pur-
chased inheritance of the Central Pacific.
By this new arrangement the U. P. loses
all their work west of the Promontory
summit, which has probably cost several
hundred thousand dollars. The C. P.
grade between the Promontory and Og-
den will also be abandoned, at least for
the present. Possibly to such portions
of their grade as may be on better ground
nearer the settlements, or otherwise more
advantageous, the ties and rails of the U.
P. will be removed. The Central, at all
events, has the field to Ogden.

Thus has terminated the grand rail-
road contest, which during the past year
has been an absorbing question in social
and civic circles. The stars verily have
in this instance fought for empire in the
west. The prodigious powers of eastern
prowess and achievement, a consolidation
of all that combination of private capi-
tal, governmental aid and engineering
science could achieve distinguished in
the highest degree the operations of the
Union Company. Their construction of
500 miles of railroad through a moun-
tainous region of our country, within the
period of a single twelve month, is a
work astounding as it is unparalleled.
Yet even this would have been far out-
done by that careerer champion of rail-
way construction, but for the interposi-
tion of comparatively trivial obstacles
such as the non-arrival of material at the
front. Not that there was any insuffi-
ciency in the general construction sup-
ply. Some slight inadvertency in a
single department, or on the part of
Company agent, or contractor, but for
which, it is confidently asserted, in quar-
ters where they ought to know, that 20
miles more of road might have been
built. Capt. Clayton just now remind-
me that his track-layers have been em-
ployed in their direct work not over on
half their time. No impeachment, or
depreciation of the engineering abilities
of Superintendent Reed would for a mo-
ment be entertained by any one acquaint-
ed with the masterly manner in which
he has performed the duties assigned
him. His division and section engi-
neers, the Norths, the Bissells, the Smiths,
the Seymours, the Morrisises, the True-
dales, the Gillises, the Brattons, the Bu-
gesses and the Sharmans, gentlemen all
and well up in their parts, stand up with
him beyond reproach; and so may they
remain forever!

The Casements are probably the oldest
and most successful track-layers in the
or any other country. Mr. Guilford,
"Buckeye" son of Old Erin, their man-
ager of track-laying, has been with them
for seventeen years. They laid the track
of the Cleveland, Columbus and Cin-
cinnati; the Cleveland and Erie, or Lake
Shore; the Philadelphia and Erie; be-
sides those of one or more western road
and now have crowned their career
on the track of the great Union Pacific. The
Casements are Ohioans, and singularly
enough, their engineers and overseers,
believe, are all from the "Buckeye
State."

The paraphernalia of their immense
and complicated establishment, as the
pioneers of final construction, has just
been the subject of comment and en-
mity from the eastern press. The
symmetrical proportions and effective
precision they attained to-day, upon the
verge of forming a juncture with the
admirable rival, the Central, forms truly
an interesting episode in Utah history.

Far in front of the "board-
train" may be described the advance
the track-laying forces, a group of sev-
enty men, armed with picks, shovels,
road-gauges, pounders, spike-mauls, &c.
They work in sets of two, a man on each
side the track; who scientifically be-
lieve every fourteen feet. These are called
the "joint-tie-men." Next come the
"fillers," who bed the intervening ties.
The "iron-men" follow, ten in number,
five stalwart fellows to each rail. With
a loud "away she goes" from the fore-
man, the two rails, each weighing some
700 pounds, are drawn forward from the
truck and, at the word "down," dropped
with a precision only acquired by long
practice, one at each side, in their places
on the ties.