THE EVENING NEWS.

Friday, - - September 13, 1872.

ENGLISH CHARACTERISTICS.

England is a mellow country, and the English people are a mellow people. They have hung on the tree of nations a long time, and will, no doubt, hang as much longer; for windfalls, I reckon, are not the order in this island. We are pitched several degrees higher in this country. By contrast, things here are loud, sharp, and garish. Our geography is loud; the manners of the people are loud; our climate is loud, very loud, so dry and sharp, and full of violent changes and contrasts; and our goings-out and comings-in as a nation are any thing but silent. Do we not occasionally give the door an extra slam, just for effect?

In England, every thing is on a lower key, slower, steadier, gentler. Life is, no doubt, as full, or fuller, in its material forms and measures, but less violent and aggressive. The buffers, the English have between their cars to break the shock, are typical of much one sees there.

All sounds are softer in England; the surface of things is less hard. The eye of day and the face of Nature are less bright. Every thing has a mellow, subdued cast. There is no abruptness in the landscape, no sharp and violent contrasts, no brilliant and striking tints in the foliage. A soft, yellow, pale sunlight, is all one sees in the way of tints along the borders of the autumn woods. English apples (very small and inferior, by the-way) are not so highly colored as ours. The blackberries, just ripening in October, are less pungent and acid; and the garden vegetables, such as cabbage, celery, cauliflower, beet and other root crops, are less rank and fibrous, and I am very clear that the meats also are tenderer and sweeter. There can be no doubt about the superiority of the mutton; and the tender and succulent grass, and the moist and agreeable climate, must tell upon the beef also.

English coal is all soft coal, and the stone is soft stone. The foundations of the hills are chalk instead of granite. The stone with which most of the old churches and cathedrals are built would not endure in our climate half a century, but in Britain the tooth of Time is much blunter, and the hunger of the old man less ravenous, and the ancient architecture stands half a millennium, until it is slowly worn away by the gentle attrition of the wind and rain.

At Chester, the old Roman wall that surrounds the town, built in the first century and repaired in the ninth, is still standing without a break or a swerve, though, in some places the outer face of the wall is worn through. The cathedral, and St. John's Church, in the same town, present to the beholder outlines as jagged and broken as rocks and cliffs; and yet it is only chip by chip, or grain by grain, that ruin approaches. The timber also lasts an incredibly long time. Beneath one of the arched ways, in the Chester wall above referred to, I saw timbers that must have been in place five or six hundred years. The beams in the old houses, also fully exposed to the weather, seem incapable of decay; those dating from Shakespeare's time being apparently as firm as ever.

I noticed that the characteristic aspect of the clouds in England was different from ours—soft, fleecy, vapory, indistinguishable—never the firm, compact, sharply-defined, deeply-dyed masses and fragments so common in our own sky. It rains easily but slowly. Storms accompanied with thunder are rare; while the crashing, wrenching explosive thunder-gusts, so common with us, deluging the earth and convulsing the heavens are never known.

In keeping with this elemental control and moderation, I found the character and manners of the people gentler and sweeter than I had been led to believe they were. No loudness, brazenness, impertinence; no oaths, no swaggering, no leering at women, no irreverence, no flippancy, no bullying, no insolence of porters, or clerks, or conductors, no importunity of boot-blacks or newsboys, no clamorousness of hackmen—at least, comparatively none—all of which an American is apt to notice and I hope appreciate. In London, the boot-black salutes you with a respectful bow, and touches his cap, and would no more think of pursuing you or answering your refusal than he would of jumping into the Thames. The same is true of the newsboys. If they were to scream and bellow in London as they do in New York or Washington, they would be suppressed by the police, as they ought to be. The vender of papers stands at the corner of the street, with his goods in his arms, and a large placard spread out at his feet, giving in big letters the principal news-headings.

Street-cries of all kinds are less noticeable, less aggressive, than in this country, and the manners of the shopmen make you feel you are conferring a benefit instead of receiving one. Even their locomotives are less noisy than ours, having a shrill, infantile whistle that contrasts strongly with the loud demoniac yell that makes a residence near a railway or depot, in this country, so unbearable. The trains themselves move with wonderful smoothness and celerity, making a mere fraction of the racket made by our flying palaces as they go swaying and jolting over our hasty, ill-ballasted roads.

It is characteristic of the English prudence and plain dealing that they put so little on the cars and so much on the road, while the reverse process is equally characteristic of American enterprise. Our railway system, no doubt, has certain advantages or rather conveniences over the English, but, for my part, I had rather ride smoothly, swiftly, and safely, in a luggage van, than be jerked and jolted to destruction in the velvet and veneering of our palace-cars. Upholster the road first, and let us ride on bare boards, until a cushion can be afforded; not till after the bridges are of granite and iron, and the rails of steel, do we want this more than aristocratic splendor and luxury of palace and drawing-room cars. To me there is no more marked sign of the essential vulgarity of the national manners than these princely cars and beggarly, clap-trap roads. It is like a man wearing a ruffled and jewelled shirt-front, but too poor to affort a shirt itself.

I have said the English are a sweet and mellow people. There is, indeed, a charm about these ancestral races that goes to the heart. And herein was one of the profoundest surprises of my visit, namely, that, in coming from the New World to the Old, from a people the most recently out of the woods of any, to one of the ripest and venerablest of the European nationalities, I should find a race more simple, youthful, and less sophisticated than the one I had left behind me. Yet this was my impression.

To be continued.

STRAYED.

A YOUNG Red and White Cow, line back and brockle face, straight horns, branded Ple on left shoulder. The finder will be suitably rewarded. [illegible] Sept. 9, '72. d145 5

MUSIC! MUSIC!

MUSICAL INSTRUMENTS

OF ALL KINDS INCLUDING THE

BAUER

IMPROVED ORGANS,

CHEAPER THAN EVER.

J. DAYNES & SON,

First South-st., 2 Doors East of Post Office.

RAILROADS.

UTAH CENTRAL RAILROAD

Pioneer Line of Utah.

ON AND AFTER

MONDAY, JULY 17th, 1872.

Trains will leave Salt Lake City daily at 8 a.m. and 2.45 p.m.; arrive at Ogden 7 a.m. and 4.45 p.m.; leave Ogden City at 8 a.m. and 5.30 p.m.; arrive at Salt Lake City 10 a.m. and 7.30 p.m.

In addition to the above

MIXED TRAINS

WILL RUN

DAILY, SUNDAYS EXCEPTED

Leaving Salt Lake City at 5.30 p.m. and Ogden at 5 a.m.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning freight or passage, apply to

H. H. DAVIS,
Ticket and Freight Agent

JOHN SHARP,
SUPERINTENDENT

UTAH SOUTHERN RAILROAD

ON AND AFTER AUG. 9, 1872,

MIXED TRAINS

WILL RUN

DAILY

Leaving the Utah Southern Railroad Depot, Salt Lake City at 7 a.m. and 3 p.m.

Sandy, (nearest point to Alta, Cottonwood Canyon) at 8.10 a.m. and 4.10 p.m.

Arrive at Point of Mountain at 9 a.m. and 4.50 p.m.

Leaving Point of Mountain at 9.10 a.m. and 5.10 p.m.

Sandy at 10.10 a.m. and 6.10 p.m.

Arrive at Salt Lake at 11 a.m. and 7 p.m.

FARES:

Salt Lake	to	Cottonwood Station	50 cts.
"	"	Sandy	$1.00
"	"	Draper	1.25
"	"	Point	1.75

Passengers will please purchase tickets at the Office.

H. H. DAVIS,
General Freight and Ticket Agent.

FERAMORZ LITTLE,
SUPERINTENDENT.

C. P. R. R.

San Francisco and Sacramento.

Leave going East.			Arrive from East.
6.30 p m	7.00 a m	San Fran	8.30 p m
8.35 "	7.35 "	Oakland	8.00 "
8.10 "	7.50 "	San Jose	8.30 "
8.35 "	8.35 "	Niles	7.45 "
9.25 "	11.28 "	Lathrop	4.40 "
9.48 "	11.50 "	Stockton	4.07 "
10.45 p m	1.45 p m	Sacramento	2.20 p m
Arrive from the West			Leave going West

Sacramento, Colfax, Reno & Ogden.

Leave going East			Arrive from West
	2.00 p m	Sacramento	3.00 p m
	5.40 "	Colfax	10.20 a m
	1.00 a m	Reno	2.10 "
	9.10 "	Winnemucca	4.15 p m
	12.00 m	Battle Mt	1.25 "
	4.40 p m	Elko	8.45 "
	6.20 a m	Ogden	5.20 p m
Arrive from West			Leave going West

Explanation.

For trains running from San Francisco, take the left hand columns and read downwards. For trains running towards San Francisco take the right hand columns and read upwards.

*Sundays excepted. †Sundays only.

T. H. GOODMAN, Gen'l Pass'r and Ticket Agt.
A. N. TOWNE, Gen'l Supt.

GEO H RICE, Agent.

SALT LAKE CITY.

Office with Marshall & Carter, over W. F. & Co's Bank.

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Z. C. M. I.

Having made extensive Alterations and Improvements in our premises, we are now prepared to offer every facility in carrying on our rapidly increasing business in the sale of

GENTLEMEN'S, YOUTHS' & BOYS'

READY-MADE CLOTHING!

Which comprises the most extensive and varied

Stock of Suits ever offered in this Market,

OF EVERY SIZE AND STYLE.

WE ARE NOW SELLING

OUR SUMMER STOCK

at

GREATLY REDUCED RATES,

In order to make room for

FALL GOODS!

WHICH ARE SHORTLY TO ARRIVE.

OUR

FALL AND WINTER STOCK OF PIECE GOODS,

CONSISTING OF FRENCH, AMERICAN AND ENGLISH

Suitings, Coatings and Cassimeres,

Will soon be to hand, to which we invite the attention of our numerous customers.

The great success which has attended

OUR MERCHANT TAILORING DEPARTMENT

Has induced us to make

MAKE LARGE PURCHASES FOR OUR FALL AND WINTER TRADE

So that gentlemen may choose from the most Varied and Extensive Stock we have ever offered.

WE ARE NOW THE SOLE AGENTS IN THIS TERRITORY FOR THE

JUSTLY CELEBRATED BURLOCK DIAMOND SHIRT!

Gentlemen who value a First-class Fit should lose no time in making a trial.

TAILORS

Will find our

Stock of Cloths and Trimmings unequaled hitherto in Utah.

Newest Styles in WALL PAPERS and DECORATIONS,

CONSTANTLY ARRIVING.

TRUNKS, TO SUIT ALL TASTES.

Of our own Manufacture.

H. B. CLAWSON, Sup't.

The Genuine

MASON

Fruit Jar

WITH

PORCELAIN LINED CAP!

FOR SALE AT THE

GROCERY AND HARDWARE DEPARTMENT Z. C. M. I.

H. B. CLAWSON, Supt.

UTAH NORTHERN RAILROAD.

Trains are now Running Daily

BETWEEN

BRIGHAM JUNCTION WITH C. P. R. R.

AND

HAMPTON'S FOR MONTANA.

Leaving Hampton's at 4 a.m.
Leave Brigham at 8 15 a.m.
Leave Hampton's at 12-24 p.m.
Leave Brigham at 7-15 p.m.

Arrive at Brigham at 11 a.m.
Arrive at Hampton's at 10 a.m.
Arrive at Brigham at 2-30 p.m.
Arrive at Hampton's at 9-10 p.m.

FARE, $1.50 EACH WAY.

REDUCED RATES TO EXCURSION PARTIES.

After Monday, July 29th, an Express will run with Passengers and Baggage between Hampton's and Logan, connecting with U. N. R. R. Trains.

JOHN W. YOUNG, Gen'l Supt.

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COTTON RAGS!

GUNNY SACKS!

MAKING PAPER!

In Exchange for

CHURCH WORKS

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SAWS SHARPENED,

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STAINBURN & GOULD,

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CONVEYANCERS,

COMMISSIONERS OF DEEDS,

For New York, Massachusetts, Pennsylvania, Ohio, Illinois, Iowa, Nebraska, Wyoming, Kansas, Nevada, Oregon, California, Dakota and Utah Territories.

Also Application for Patents, Mining Deeds, Affidavits and Proofs for Bounty Land Warrants, Deeds, Contracts and other Instruments of Writing, drawn with accuracy and despatch.

Mining and other Conveyances Executed under the laws of Utah.

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Office Hours 9 a.m. to 5 p.m.

J. P. REIK,

HOMŒPATHIC PRACTITIONER

1st South Street.

UTAH FUEL CO.,

HAVE CONSTANTLY ON HAND AND FOR SALE

At their Yard near U. C. R. R. Depot,

SEASONED CORD WOOD,

Per Cord.

STOVE WOOD,

Price $4.50 per Cord.

Cheapest in the Market.

Orders left in our Boxes at Dwyer's Book Store, Post Office, or Wells, Fargo & Co.'s, will receive prompt attention.

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Immense arrival of

WALL PAPER

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The most complete and largest stock of WALL PAPER and

DECORATIONS

ever brought into this market, comprising the Latest Styles of

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Bronzed,

Satin,

Common White,

Buff and Brown,

In great abundance; also every variety in style of

BORDERING AND DECORATIONS.

We Respectfully Invite Inspection.

H. B. CLAWSON, Sup't.

NEW

LUMBER YARD,

Opposite Wm. Jenning's Residence near the

RAILROAD DEPOT.

KEEPS CONSTANTLY ON HAND A GOOD Assortment of

WHITE AND RED

Pine Lumber,

PICKETS

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LATH,

EQUAL TO ANY IN THE MARKET,

LUMBER & PICKETS,

3 1-2 Cts. per Foot,

LATH 60 CTS. PER HUNDRED.

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Leaving Salt Lake City Daily, running South to

Tintic, Averages Fork, Mount Nebo, Center St. George, Utah; and Pioche, Nevada.

Passing through

Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and all the principal towns and Mining Camps in Southern Utah and South-east Nevada.

Also leave Corinne, Utah, Daily, running North to

Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek mines, and passing through all the principal Towns and Mining Camps in Montana.

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Wells, Fargo & Co. Building,

SALT LAKE CITY.

E. D. COLEMAN, M. D.

(Late Surgeon of C. P. R. R.)

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For the New York Mutual Life Insurance Co. IN UTAH.

HAS located in Salt Lake City, and in addition to the

PRACTICE OF MEDICINE AND SURGERY

will pay special attention to and guarantee cures in

Paralysis, Scrofula, Rheumatism, Venereal Diseases, Nervous Affections, and Diseases of Blood and Urine.

TO THE LADIES:

Dr. C. has had many years experience in the diseases of women and will warrant a cure or make no charge.

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Best of City references given.

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L. H. RUMBEY & CO.,

Manufacturers and Jobbers of

PUMPS AND FIRE ENGINES,

Lead Pipe and Sheet Lead, Iron Pipe, Plumbers', Steam, Water, Fitting and Agricultural Implements,

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To accommodate the rapidly Increasing Business of this Department and to Exhibit to our Patrons the

LARGEST AND MOST COMPLETE STOCK

EVER BROUGHT INTO THIS TERRITORY.

We have been obliged to move into the

New and Commodious BUILDING

WEST OF THE

"EAGLE EMPORIUM,"

And we invite an early inspection of the same.

This Stock, selected expressly for this Market, includes full lines of

SPRING GOODS

Prints, Lawns,

AND

Percales,

DRESS GOODS IN GREAT VARIETY.

"STAPLE GOODS,"

AS USUAL, AND

"NOTIONS," Full and Complete.

We are just in receipt of our

LATE AND CHOICE STYLES

OF

SPRING & SUMMER SHAWLS!

To which we invite Special Attention.

In fact our

Numerous Patrons

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Looking through our Magnificent Stock and seeing our increased facilities for doing business.

H. B. CLAWSON, Sup't.

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WHOLESALE AND RETAIL

Groceries, Hardware,

Flour, STOVES,

CROCKERY,

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MINERS' SUPPLIES.

We do not throw out any Baits to Attract a few Leading Articles at Low Prices.

ALL OUR GOODS ARE CHEAP!

Dealers in the settlements and mining towns will find it to their interest to call and compare prices before purchasing.

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GOODS

LOW AND CHEAP!

500 Pairs

OF

GOOD SEWED SHOES,

$1.75 per Pair.

ALSO

Summer Coats

75 Cents Each.

A Large Amount of

WOMEN'S SHOES

HAND-MADE OR IMPORTED,

$1.75 cents per Pair.

HENRY E. PHELPS,

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40,000 Pounds

IRON & STEEL.

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Having purchased the entire stock of Hardware belonging to the firm of Bassett & Bennett, I am now prepared to offer the

Largest and Best Assortment

HEAVY and SHELF HARDWARE

Cheaper than the Cheapest!

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