DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. VI. SALT LAKE CITY, UTAH TERRITORY, SATURDAY EVENING, AUGUST 16, 1873. NO. 225.

BY TELEGRAPH.

SPECIAL TO THE "DESERET NEWS," PER DESERET AND ATLANTIC AND PACIFIC TELEGRAPH LINES.

Last Night's Dispatches.

WESTERN.

SACRAMENTO, 15.—Lizzie Richardson, wife of Charles W. Richardson, swore out a warrant yesterday against him for adultery. He had gone over to Stockton, but was arrested there and will be brought back.

Fred. Ellison, a fisherman, got so badly burned at the J Street fire, last night, that he will be badly scarred, and will probably lose his sight if not his life.

A special freight train, containing twelve cars of tea, three of silk, five of coffee, and four of salmon, went east this morning.

SANTA BARBARA, 15. — The steamer *Ventura*, of the Goodall, Nelson, & Perkins line, ran ashore below Carpenteria, last night. She can probably be got off at high water this afternoon without much damage.

GENOA, Nev., 15.—A man named Noah Hastings, late of Washoe City, was drowned yesterday while working on the wood drive on the east fork of Carson River; he was working alone on a wood jam, and was not missed for an hour or so afterward, when his body was found some distance below in the river. Coroner Rice was sent for, who held an inquest on the body.

SAN FRANCISCO, 15.—The Eureka Consolidated Mining Company declared a dividend of one dollar, to-day, payable next Wednesday.

A woman named Jenny Daly died suddenly this morning, at 724 Pacific St., and the body was taken to the morgue. A post mortem examination proved that death resulted from the excessive use of intoxicating liquors.

This afternoon a Chinese thief, named Ah Quong, cut a piece from the front window of Franklin's pawn shop, on Kearney St., with a diamond, and made a seizure on the most attractive specimens of jewelry displayed within. A boy who observed the transaction gave the alarm, and the Chinaman took to his heels, but was shortly overhauled and the plunder, consisting of a lot of gold rings, was recovered. He was taken to the city prison.

OAKLAND, 15.—Mrs. Watkins Prosser, living in Deer Valley, Contra Costa Co., rode on horseback yesterday as far as Somerville, to visit some friends. On her return, her saddle girth became loose, and was adjusted at the divide. Shortly after, in a very narrow trail, she lost her balance, and was precipitated over a ravine. She breathed her last just after her rescuers appeared. Her husband was engaged at the time as one of the grand jurors at Martinez, and when he returned he found the dead body of his wife at the house.

SAN FRANCISCO, 15.—A. Hemme has declined the Democratic nomination for the assembly.

A Singular Adventure.

The Liverpool *Mercury* gives an account of the singular adventures of a party of thirty-eight boys, who were recently enticed from their home in Liverpool to Scotland.

They were promised a free passage to Scotland, board, lodging, and sixpence per day for weeding turnips; the engagement being for about six weeks. They were taken on board a steamer which left Liverpool at four o'clock, and at two o'clock in the morning arrived off a sandy shore close to some mountains, where the boys and their escort were landed in a boat. They did not know the name of the port, but knew it was in Wigtownshire. While on board the boys had some bread served out to them. They were told that a cart would meet them when they landed, but they found no cart, and had to walk a distance of nineteen miles to the farm where they were to work, arriving there about ten o'clock, after having had neither bite nor sup. After waiting about an hour a small can of porridge was served out to each boy.

This meal concluded, the boys were taken to a turnip field, and put to weed the ground. They remained at this work until after 7 o'clock, and complained that their knees were cut and bruised with the stones which lay in the soil. They were then conducted back to the farm for supper, but for some reason two of the number were taken by the neck by their employer, shoved into the road, and told to leave. The two outcasts waited until they saw their companions eating their supper of porridge, and them—one of them weeping bitterly—went away. After supper the remaining thirty-six boys were shown a barn as the place they were to sleep for the night. The barn contained not only very little straw, but a number of rats. When the boys objected to sleep there on account of the rats, their employer said he would leave a dog with them. He brought a dog, but before he left the dog ran away. The boys again said they would not stop in the barn, upon which their employer told them to leave. Eighteen of the boys (including the two who gave the narrative) then left the farm and took the road pointed out to them as that to Liverpool.

They walked until midnight, when they slept for about three hours in the damp atmosphere of the mountains. They resumed their tramp during the next day in an almost incessant rain, begging for food whenever they were hungry. In the afternoon they met the two outcasts, who said they had been turned back by a man who told them they were going the wrong way for Liverpool. This story was not believed, and the party pushed onward, but were afterwards met by a man who put them on the right road. The boys kept on their southward journey, until they arrived at Girvan, sometimes sleeping in barns and sometimes on the road, and depending for food upon begging. At Girvan, a kind gentleman gave them a shilling apiece, and directed them to where they would be able to get to Glasgow by rail. There, after further hardship, they made their way home.

Speed of Locomotives.

The Hartford *Courier* has been investigating the speed of locomotives, and reports as follows:

Mr. Davidson, of the New York and New Haven Railroad, said that he never yet ran an engine without cars attached as fast as it could go. The stories in the papers about engines running eighty or ninety miles an hour is absurd. We have, to serve as good engines as any road in the country, and there are not many that can run over a mile a minute with a load train. An engineer who is getting all he can out of his machine is often very apt to find the second hand of his watch came around just a little before the mile post is passed. There is an impression prevalent that an engine will go faster with two or three cars hauled just to steady it. This is a fallacy. Every ounce of weight detracts from speed. Express trains on this road need to run faster than they do now, but it didn't pay. In 1854, just before the Sunday night mail train was put on, there was an effort made by the four roads forming a connection line between New York and Boston to see how fast a train could run. The train consisted of only two cars, and no passengers were carried. On this road the engine "New York," C.B. Hunt, engineer, on the train's trial trip, ran from Springfield to Hartford, twenty-six miles in thirty minutes, three minutes being lost in slowing down over the bridge at Warehouse Point. From Hartford to Meriden, 18 miles in 22 minutes, and from Meriden to New Haven, a like distance, 20 minutes. This was certainly a great achievement for an engine with a 14-inch cylinder, 20-inch stroke, and 5½ foot driving wheel. After permanent arrangements were made for the train, each road was obliged to keep up to the time table or forfeit $300 on each occasion when it was to blame for the delay. On the Boston and Albany road the 54 miles between Springfield and Worcester were run by engine "Whistler," 16 inch cylinder, 22 inch stroke, and 6½ foot drive wheels, in 58 minutes. Owing to some mishap to the engine on the New York road it did not make good time. One of the best runs on the road was made by the special train under charge of superintendent Reed, conveying the Grand Duke Alexis in 1871. The engine "Mercury," engineer Patterson, made the run from New Haven to Meriden in 20 minutes, from Meriden to Hartford in 22 minutes and from Hartford to Springfield in 30 minutes. Three or four years ago the engine "C. P. Pond" drew two cars with an excursion party to the Ætna peat works near Meriden, 14 miles, in 16 minutes using peat as fuel. Mr. Reed's dummy engine is probably the fastest on the road. It has run from New Haven to Newington, 30 miles in 31 minutes.

The Best Road Builders.

It has been said that the civilization and enterprise of a nation may be fairly estimated by the character of its roads. If this be true we are not only behind the Romans, those master road builders of antiquity, but we must bow even to a people once on our own continent, of whom scarcely a tradition is left.

In Peru exist the remains of a highway grander and more durable than any that Roman skill ever devised, and which involved in its construction engineering difficulties unsurpassed, if equalled, by any met with in the building of our great trans-continental railway. This road, made of nicely jointed flags of freestone laid in cement, and covered with a bituminous mortar now harder than the stone itself, was twenty feet in width, and stretched over mountainous and almost impassable regions 2,000 miles, running from Quito to Cuzco, and thence southward to Chili. How many centuries it has lain there no one knows. The simple Indians whom Pizarro slaughtered had preserved no tradition of the Titans that built it. Whatever was the condition of this ancient people in point of material and social advancement, this highway was commensurate with their civilization; our roads are certainly not equal to theirs.

It is true that the railway has to a certain extent done away with the necessity of wagon roads on so grand a scale as the Appian Way, and the still more magnificent Peruvian highway; but the demands of the present age require in certain localities a more enduring pavement than any laid by ancient engineers; and this our civilization has not yet devised. None of the avenues of our cities can boast of a road-bed equal to the demands of modern transit.—*Appleton's Journal.*

A WOODEN RAILROAD—FIFTEEN MILES WITH EASE.—The Clarendon (S. C.) *Press* contains a lengthy account of the wooden railroad or tramway which has been lately built, and which brings Manning Court House in communication with the outside world:

The South Carolina Central Railroad had been allowed to drop through the hands of the original projectors and a considerable amount of cutting out and grading had been accomplished. When Messrs. Land and Pritchett, large turpentine distillers, doing a very large business, purchased the right of way and set about to construct a road to take their products to market.

The road from Manning to Laxe's Turnout, on the Northwestern Railroad, was cleaned out and graded and laid with scantling. This road is fifteen and a half miles long. The bed is constructed precisely similar to all other railroads. The whole structure above the bed is precisely similar to all other railroads, except in place of iron, this road has wooden stringers, four by five inches, fastened down to the cross-ties by long iron spikes passing through both stringer and cross-tie, making the stringer both steady and firm. These stringers are five inches upon their face, and the tracks or wheels of the running stock are five inches upon their face. The friction in running being distributed over wide surfaces, the injury to the rails will be much less.

The flanges of the wheels are two and a half inches deep, thereby preventing any probability of running off. A portion of the road has been in operation five months, over which trains have been running daily, and most of the stringers are smooth. The rolling stock on the road is common, but quite effectual. The engine is worth only $1,800, but is sufficient to carry seven or eight cars, loaded, at the rate of fifteen miles per hour. The proprietors are now gone to the north for another engine of greater capacity. The road is regarded as a success, and answers all the purposes of a first-class iron road. The road has cost about $1,200 per mile. By this road 50,000 pounds can be sent twice a day.

MINING STOCKS.

OPPENHEIMER BOARD.

San Francisco, Aug. 15th.

1440 M Valley, 10, b 2; 19¼, b 30; 18½; 19¾
420 Ju, 25½, 26, s 5; 26, 27½, 26¾, b 2; 26, b
250 Eureka Con, 13⅝; 13¼; 13¾
440 Alps, 1; 1¼
[illegible]
[illegible]
200 Belcher, 19¾; 19¾
200 Silver Peak, 15½; 15¾
50 Rye Patch, 1
50 Rye Patch, 1¼
50 H K C, 4
800 South Chariot, 3; 3, b 10; 3¼
225 Mahogany 10; 10¼, b 20
200 Independent, 17½; 18, b 20
200 Jackson, 19¾; 20
675 Belcher, [illegible]
[illegible]
500 Mexican, 23; 23⅛; 23, s 20
[illegible]
[illegible]
270 Jacket, 44; 43¾, s 3; 43, b 5; 43; 44, b 20; 43, s 3

For Sale—Redwood, at $9.00 per thousand, at Utah Lumber Yard. 4 181 tf

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Secretary—George A. Black;
Chief Justice—J. B. McKean;
Associate Justices—Jacob S. Boreman, Mo.; Phillip H. Emerson, Mich.
Marshal—M. T. Patrick;
U. S. Attorney—William Carey;
Surveyor-General—C. C. Clements.
Receiver of Public Moneys—J. B. Overton;
Register of Land Office — George R. Maxwell;
U. S. Assessor—J. P. Taggart;
U. S. Collector—O. J. Hollister.

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Attorney-General—Zerubbabel Snow;
Marshal—J. D. T. McAllister;
Auditor—Wm. Clayton;
Treasurer—James Jack;
Superintendent of Common Schools—Robert L. Campbell.

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Probate Judge—Elias Smith;
Selectmen—Reuben Miller, Isaac M. Stewart and J. C. Neal;
Coroner—George J. Taylor;
Sheriff—R. T. Burton;
Prosecuting Attorney—Z. Snow;
Assessor and Collector—R. J. Golding;
Treasurer—Theodore McKean;
County Clerk—D. Bockholt;
County Recorder—Edwin D. Woolley;
School Superintendent—Robert L. Campbell.

City Officers.

MAYOR:
Daniel H. Wells.

ALDERMEN:
1st Municipal Ward—Isaac Groo;
2d " " " A. Miner;
3d " " " N. H. Felt;
4th " " " Jeter Clinton;
5th " " " John Van Cott.

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R. T. Burton, Theodore McKean, Joseph F. Smith, Brigham Young, Henry Grow, John Clark, A. C. Pyper, John R. Winder, Lewis S. Hills.

Recorder—Robert Campbell;
Treasurer—Paul A. Schettler;
Marshal—John D. T. McAllister;
Auditor of Public Accounts — Robert Campbell;
Assessor and Collector—John R. Winder;
Supervisor of Streets—Isaac Groo;
Surveyor—Jesse W. Fox;
Board of School Inspectors—Professor E. Park, Robert L. Campbell, Henry I. Doremus.
Sealer of Weights and Measures—N. Davis;
Captain of Police—Andrew Burt;
Water Master—Isaac Groo;
Inspector of Buildings—A. H. Raleigh;
Inspector of Wood and Lumber—R. Dinwoodey;
Inspector of Liquor—Robert Campbell;
Inspector of Provisions—Jesse C. Little;
Superintendent Insane Asylum and Hospital—Theodore McKean.
Physician Insane Asylum and Hospital—Jeter Clinton.

FENCE VIEWERS:
1st Municipal Ward—Levi Riter;
2d " " " Samuel Turnbow;
3d " " " Gideon H. C. Gibbs;
4th " " " Millen Atwood;
5th " " " W. C. A. Smoot.

(OFFICIAL.)

Arrivals and Departures of Mails.

ARRIVALS.

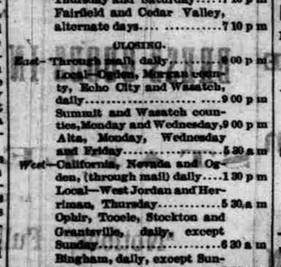
East—Through mail, daily.....7 40 p m
Local — Ogden, Echo City, Wasatch and Morgan County, daily.....7 40 p m
Summit and Wasatch counties, Tuesday and Thursday, 7 40 p m
Alta, Tuesday, Thursday and Saturday.....7 10 p m
West—Through mail, daily.....10 10 a m
Local—West Jordan and Herriman, Thursday.....7 10 p m
Ophir, Tooele City, daily, except Sunday.....8 00 p m
Grantsville, Saturday.....8 00 p m
Bingham, daily, except Sunday.....7 10 p m
North—Idaho, Montana, Oregon and Washington Ter. daily.....10 10 a m
Local—Davis and Box Elder counties, daily.....10 10 a m
Cache county, Thursday and Saturday.....10 10 a m
Rich county, Monday and Thursday.....7 40 p m
South—To Pioche, daily.....7 10 p m
St. George and Arizona, alternate days.....7 10 p m
Sanpete county, Tuesday, Thursday and Saturday.....7 10 p m
Fairfield and Cedar Valley, alternate days.....7 10 p m

CLOSING.
East—Through mail, daily.....8 00 p m
Local—Ogden, Morgan county, Echo City and Wasatch, daily.....9 00 p m
Summit and Wasatch counties, Monday and Wednesday, 9 00 p m
Alta, Monday, Wednesday and Friday.....5 30 a m
West—California, Nevada and Ogden, (through mail) daily.....1 30 p m
Local—West Jordan and Herriman, Thursday.....5 30 a m
Ophir, Tooele, Stockton and Grantsville, daily, except Sunday.....6 30 a m
Bingham, daily, except Sunday.....5 30 a m
North—Idaho, Montana, Washington and Oregon, daily.....1 30 p m
Local—Davis and Weber counties, daily.....6 00 p m
Box Elder county.....3 00 p m
Cache county, Sunday, Tuesday and Thursday.....1 30 p m
Rich county, Tuesday and Thursday, via Evanston.....9 00 p m
South—Pioche, etc., daily.....5 30 a m
St. George and Arizona, alternate days.....1 30 p m
Sanpete county, Sunday, Tuesday and Thursday.....5 30 a m
Fairfield and Cedar Valley, Wednesday.....5 30 a m

OFFICE HOURS.
General delivery open from 8 a m to 6 p m, Sunday, 12 30 to 1 30 p m.
Money Order and Registry Department open from 9 a m to 4 p m.
Outside door open from 6 a m to 9 p m.

J. M. MOORE, Postmaster.

DR. PRICE'S SPECIAL FLAVORINGS.



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d211 1y

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d148tf

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SAN FRANCISCO, National Gold Bank and Trust Co.
LONDON, Jay Cook, McCulloch & Co.
d79 tf

FIRST NATIONAL BANK OF UTAH,
SALT LAKE CITY.
See Special Advertisement on Second Page, 1y

MISCELLANEOUS.

SANGIO!
d136tf
Ginger Brandy
ON DRAUGHT, at
MORTON'S
OLD CITY LIQUOR STORE
Corner South of Walker's.
d115-6m

THE
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FLOUR.
d167-3m

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Grain, Flour and Feed,
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FRUITS,
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For the Fall Season
ABOUT SEPTEMBER 1.

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MISCELLANEOUS.

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Keeps a Full Assortment of
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AS FACTORY PRICES.
Watches Made to Order with my own Name and Inscription.
PATENT ATTACHMENTS.
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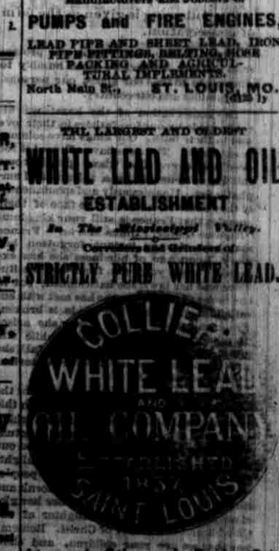

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