

**THE RAMIE PLANT.**—There have been exhibited to us by Dr. J. S. Silver, samples of this textile, in all its stages, from the raw material to the cloth. It has been introduced in the South, and agencies for its sale, and planting, are soon to be established in this State. It is a native of the island of Java, and was first brought to Europe for investigation in 1844, where it received the botanical name of *Boehmeria Tenacissima*, and by the beauty and strength of its fibre, attracted much attention in manufacturing circles. Since that time every encouragement has been given to producers in the East Indies to induce them to cultivate ramie in sufficient quantity to supply the demand; the result is that a considerable quantity annually received in Europe and manufactured into fabrics of the finest quality, excelling in strength, beauty and finish, linen of the finest texture, and rivaling even silk in luster.

Since its introduction into the United States in March, 1867, it has excited much interest among European manufacturers. They consider the fiber of the *Boehmeria Tenacissima*, superior to that of any textile plant, and very valuable for manufacturing purposes; the supply from the East is entirely inadequate to fill the demand, and unequal to the fiber here produced in quality; they are, therefore, very desirous of seeing ramie successfully cultivated in some country where the yield will be large and regular. California is understood to be that country, and farmers will do well to obtain the roots, which will be here next week, and cultivate the plant.

Dr. Silver, in a lecture at San Francisco, thus spoke of this article: The yield in Louisiana and Texas has been between 800 and 1,000 pounds per acre. In California, where the yield would be double in proportion with that of other productions, it would probably be about 1,500 pounds. The cost of raising was more the first year than any following, as the ground requires more preparation for the first crop, after which it becomes a perennial. The ground has to be plowed to a depth of twelve inches and pulverized, and the deeper and finer the soil the larger the crop. It is produced from roots and cuttings, and not from seed. In producing from seed the species only is lost, but the variety is lost. In comparison with other crops it cost more to raise the first year than cotton, but afterward not near so much. The crop is harvested by cutting off the stems close to the ground. It is then steeped in water for about half an hour, to remove the gummy matter, and passed through the breaker not differing materially from a flax breaker. It is again steeped for a short period in water, when completely removed the remainder of the gum, and then put through the ordinary bleaching process, when it is ready for the manufacturer. The refuse makes a first class manure, and as such is put back upon the land. The raw fiber, packed for exportation, is worth ten cents per pound dressed, and bleached in hanks is worth sixty cents. In land low and permanently irrigated it will stand three crops. It is very hardy and will stand drouth wonderfully well, according to the reports of Texas and Louisiana planters. It is doubtful, however, whether, without irrigation, it will not desecate beneath the continued scorching sun of our California climate. In the lowlands it will doubtless do well, but in the foothills will probably require irrigation. As a regular product it will form an important item for California. It is cheaper than cotton, it surpasses every thing in wear and texture, and as a substitute for linen and an adjunct in the manufacture of what are known as "stiff" goods, is invaluable. To agriculturists it offers a sure crop, not subject to those influences which render the cultivation of cereals to a certain extent hazardous.

The Empress Carlotta passes a great part of her time in sending telegrams to all the sovereigns of Europe to complain of the captivity in which she is detained. These dispatches are sent off in her presence to the Court of Brussels and she does not quit the office till she has received the answers. One of the strongest peculiarities of her mental state is that she will never eat herself at table to take her meals. The officer on duty, who generally dines with her, is obliged to put his plate on a corner of the chimney-piece. Her fixed idea is still that people want to poison her; and she will never consent to eat of any dish that has not been previously tasted. Her nights are very agitated, and she only gets a few hours of quiet sleep towards the morning.

The Detroit girl who wears a beaver and carries a cane, tried to kiss a hotel waiter the other day. The insulted youth complained to the landlord, who informed the offender that she must respect the men about the house or leave.

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California Trade.

**LOCKE & MONTAGUE,**  
IMPORTERS OF  
**METALS, STOVES and RANGES,**  
Hollow Ware, Tin Ware, &c.  
Nos. 112 & 114 BATTERY ST.,  
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**LAZARD FRERES,**  
Importers of  
Foreign & Domestic, Staple & Fancy  
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Importers and Jobbers of  
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Are now offering to the Trade an unusually attractive stock of  
**DOMESTICS**  
Of all kinds; and would call special attention to their direct importations from Europe of  
**FLAIDS,**  
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Selected with a view of meeting the requirements of this market, all of which they offer at rates in currency or gold, lower than they can be purchased in Eastern Markets. d309-5m

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WINE, LIQUORS, TOBACCO, TEAS, QUICK-SILVER and FISH.  
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This Powder was used exclusively by the Central Pacific Railroad in all their operations.  
Particular attention paid to packing goods for the Salt Lake Market. d173-2m

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Wholesale Saddlery  
AND  
**LEATHER WAREHOUSE**  
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We have for sale the attention of the trade of Salt Lake and vicinity to the facilities we have for supplying them with every article in our line on more favorable terms than can be found elsewhere.  
We have by far the largest and best selected stock of Saddlery, Harness, Leather, Whips, Collars, Moccasins, Saddle, &c., on the Pacific Coast. Many of these articles are made in our own factories, and others are procured from the best manufacturers in the United States and Europe, and we are enabled to offer every article at New York prices.  
We make specialty of Collars, Whips, and Saddles. Please send for list of prices. d309-2m

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(In patent cans) Lubricating Oil,  
LAMP and LAMP STOCK.  
Agents of Pacific Powder Mills, Blasting and Sporting Powder.  
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Organized 1844. Henry Martin, Pres't.  
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Purchasers of Copper Ore, paying Cash for same on adjustment of weight and assay. d31-2m

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The cheapest and best in the world. Also of the EXCELSIOR DIVIDERS and CALLIPERS, &c.  
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Manufacturers by Steam, of Finest and Purest  
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And all kinds of  
FANCY GOODS and ARTICLES in the LINE of TRADE  
Confectioners' Machines, Moulds,  
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Near Broadway. Orders for export to any climate filled with fidelity and dispatch. d71-7

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Geo. P. Bradford, d71-7 Jas. E. Coules

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BLANK BOOKS MADE TO ORDER,  
And every description and style of Printing Engraving and Lithography promptly executed.  
Having leased the five story marble building, No. 38 Liberty Street, and equipped the same with the latest styles of Type, and most expedient Presses, we are prepared to execute promptly, and at low rates, every style of Color and Ornamental Printing; Commercial, Railroad and Theatrical Printing of every kind and description.  
Reference—H. B. Clawson, Esq., and W. C. Stearns, Esq.  
N. B. The new issue of Salt Lake City Corporation is a specimen of our work. d71-7

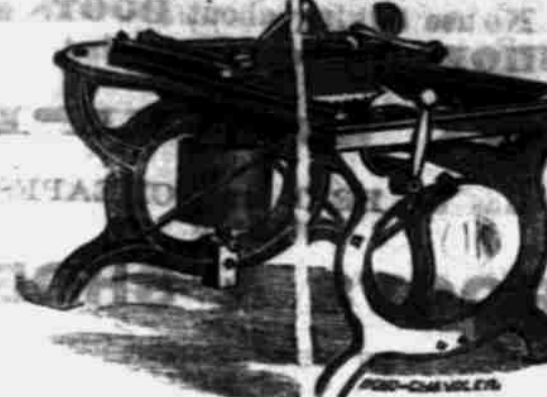
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Spring Horses, Carriages, Param-bulators, Velocipedes,  
Rocking Horses, Propellers,  
CABS, SLEIGHS, Etc.,  
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Manufacturer and Dealer in  
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**PATENT SHINGLE, STAVE and BARREL MACHINERY,**  
And PORTABLE SAW MILLS,  
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AGENT FOR  
Cincinnati Saw Works, Lee & Leavitt's Saw Mills, Dimpfel's Fan Blowers, American Meter Company, Condit's Patent Steam Pumps, Schaffer & Rudenburg's and Ashcroft's Steam Gauges, and other manufactures.  
My SHINGLE MACHINE has a capacity of from two to four thousand Pine Shingles per hour, which sell in the Chicago Lumber Market at 25 to 50 cents per M higher than the best shaved shingles.  
FACTORY—50 to 62 West Washington Street and 47 Clinton Street,  
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PACKERS OF  
  
**PURE LEAF LARD**  
Packed in Patent Air Tight Caddies of 3 lbs., 5 lbs., 7 lbs. and 10 lbs. each. This package is entirely new and found the most convenient ever introduced, both for dealer and consumer. The trade are invited to give it a trial.  
Also, Manufacturers of  
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FOR LUBRICATING,  
EXPRESSLY FOR  
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**PURE NEATSFOOT OIL.**  
Special attention given to orders from UTAH d210-7m

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Of all kinds, by steam, and Wholesale Dealer in NUTS,  
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Manufacturing Confectioner,  
AND JOBBER IN  
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Having exclusive control of the above brands of Cigars, I can offer liberal inducements to the Jobbing trade. d59-1y

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IMPORTERS AND JOBBERS OF  
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**QUEENSWARE**  
FINE FRENCH, BOHEMIAN, GERMAN LAVA and  
**Parian Goods.**  
Goods by the Package or repacked at  
NEW YORK PRICES.  
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Headquarters for  
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White Lead and Axle Grease,  
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**GREAT CENTRAL ROUTE**  
  
**THE MICHIGAN CENTRAL RAILROAD**  
AND CONNECTIONS  
Unite in running FOUR EXPRESS PASSENGER TRAINS DAILY between Chicago and New York, Boston, and all intermediate points in New England, New York and the Canada.  
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 unequalled 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 Line**  
Established January 1, 1867, for the carriage  
Through Freight without Transfer  
This Line is owned and operated by the Michigan Central, Illinois Central, Chicago, Burlington 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 advantages of an unbroken wagon of trucks from Chicago and the Mississippi 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 consequent difficulty of repairs while remote from their own roads.  
The Blue Line is operated by the Railroad Companies who own it, without the intervention 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.  
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**FROM OCEAN TO OCEAN!**  
  
**Chicago, Rock Island**  
AND  
**PACIFIC RAILROAD**  
THE  
**GREAT CENTRAL TOWA SHORT LINE**  
ROUTE BETWEEN  
**OMAHA & CHICAGO**  
VIA DES MOINES & ROCK ISLAND.  
This Great Central Route  
IS OVER 100 MILES SHORTER  
than via St. Joe, and no change  
of CARS.  
IS WELL STOCKED WITH  
**Elegant New Cars**  
AND  
**PALACE SLEEPING COACHES**  
THE FINEST IN THE WORLD  
FOR ALL THROUGH TRAINS.  
Two Express Trains leave Council Bluffs daily, upon arrival of Trains from the West, and make quick time over a thoroughly well constructed  
**ROAD BED**  
Which is being laid with heavy Steel Rail, giving Passengers the advantage of  
**SPEED, COMFORT and SAFETY COMBINED.**  
Both Trains connect at Chicago with East Express Trains for the East.  
Through tickets via this Line can be had at all Through Ticket Offices of the Pacific Railways at Wells Fargo and Co's Office, Salt Lake City, and at Company's Offices at Omaha and Council Bluffs.  
S. S. Stevens, General Agent, Council Bluffs.  
L. Viole, Gen. Freight Agent, Chicago.  
Hugh Hildate, Gen. Supt., Chicago.  
A. M. Smith, Gen. Pass. Agent, Chicago.  
COL. E. F. HOOKER, Western Agent.  
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**PACIFIC RAILROAD**  
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**PALACE SLEEPING COACHES**  
THE FINEST IN THE WORLD  
FOR ALL THROUGH TRAINS.  
Two Express Trains leave Council Bluffs daily, upon arrival of Trains from the West, and make quick time over a thoroughly well constructed  
**ROAD BED**  
Which is being laid with heavy Steel Rail, giving Passengers the advantage of  
**SPEED, COMFORT and SAFETY COMBINED.**  
Both Trains connect at Chicago with East Express Trains for the East.  
Through tickets via this Line can be had at all Through Ticket Offices of the Pacific Railways at Wells Fargo and Co's Office, Salt Lake City, and at Company's Offices at Omaha and Council Bluffs.  
S. S. Stevens, General Agent, Council Bluffs.  
L. Viole, Gen. Freight Agent, Chicago.  
Hugh Hildate, Gen. Supt., Chicago.  
A. M. Smith, Gen. Pass. Agent, Chicago.  
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**CHICAGO, ROCK ISLAND**  
AND  
**PACIFIC RAILROAD**  
THE  
**GREAT CENTRAL TOWA SHORT LINE**  
ROUTE BETWEEN  
**OMAHA & CHICAGO**  
VIA DES MOINES & ROCK ISLAND.  
This Great Central Route  
IS OVER 100 MILES SHORTER  
than via St. Joe, and no change  
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