

at Panamint, but also in the hope of effecting a combination by which a direct rail route may be opened through to Ogden, independent of the Central Pacific. Jay Gould and Senator Jones have been in close consultation recently on the subject, and it is more than likely that something may come of it, as Mr. Gould is particularly anxious to reach the Pacific Coast without coming over Stanford's line. The idea proposed is to extend the Los Angeles road from Independence, the present projected terminus, through important mining camps, and tapping the Utah Central Railroad at or near Beaver, Southern Utah. Mr. Pritchard says there are vast coal beds at different points on the projected route, which would prove a mine of wealth could they be opened up and their treasures brought to market. Mr. Jones will be here in about two weeks, when work on the Los Angeles road will be driven forward in earnest." — *Oakland Transcript*.

Civilization, So-called, in the Society Islands.

Tahiti, April 7.—It is with regret that we have to notice the existence of a plague that at periodical seasons breaks out amongst the natives and sadly decimates them. At the present time of writing the effects of the social evil are seen with a vengeance. Six months ago this and the lower group of islands were quite free from the terrible disease, but it has again broken out with fury. The natives from all parts had gathered there to witness the late marriage of the young Princess Marau with the venerable Prince Ariane, and during the matrimonial festivities the taboo was taken off as a matter of consequence. This means that the natives could indulge in drinking whisky without fear of the law, and make love, as they understand it, without fear of the *mutois*, or policemen. Of course they gave full rein to their passions, and there being an unusual number of sailors and other foreigners in port, the result was grand orgies. The poor natives are now suffering from their shocking licentiousness, and there is scarcely a hut that has not a victim or two helplessly affected with the poison of syphilis. The disease takes rapid hold of them, and as they are ashamed to go to white doctors, they suffer untold agonies. They try to cure themselves, and the effect is they are often marked for life with hideous scars all over the body, and especially the neck and face. — *Cor. San Francisco Chronicle*.

Parson Newman.

The Washington correspondence of the *Hartford Times* says the Rev. Doctor Newman has only himself to blame for the savage attacks that are made upon him. He is a Methodist clergyman, and that sect, next to the Quakers, are noted for their simplicity and freedom from worldliness. Even their houses of worship are required to be without ornament or decoration. To prevent too strong local ties, their clergy are only permitted to reside over the same congregation for two years. The Metropolitan Church in Washington and the Rev. Dr. Newman are the reverse of all this. The church is the most costly and pretensions in the city, and the pastor the most worldly. The Metropolitan is to a considerable extent on the sensational plan of Plymouth Church and congregation. The high prices paid for pews depends upon the retention of Dr. Newman. The church was dedicated the Sunday after Grant's first inauguration. A front pew, with a silver plate on which was inscribed "The President," was reserved for Grant and his family. Dr. and Mrs. Newman have always formed a part of "the court," and while Mrs. Newman would be resplendent in velvet and point lace, at the receptions, her husband would appear in a dress coat, white necktie, and a folded opera hat under his arm. Nothing could be more unclerical looking than this reverend gentleman at balls and routs. When the two years expired that he could remain at the Metropolitan Church, the annual Conference, in deference to the President's wishes, added another year to his term. The time finally came when either the church was to rescind one of its ordinances, or Dr. Newman must

yield up his church to another. So it was decided that the doctor should be appointed inspector of consulates, take a trip around the world at a good salary, and his wife could accompany him as his private secretary, and be paid \$1,200 a year. The trip was to consume two years, when he would again be eligible as the pastor of the Metropolitan Church. The full programme has been carried out, and the 1st of April found him back and regularly installed in his pulpit.

Moncrieff's Tramway Engine.

Last week [early in April] an interesting and successful trial of Mr. Scott Moncrieff's patent tramway engine, took place on the Vale of Clyde line, below Govan, near Glasgow, in the presence of a number of practical gentlemen. The motive power of the machine, which has been constructed by Messrs. James Howden & Co., is atmospheric air pumped into six air-tanks. The interior of the car will not in the least be interfered with by the machinery, and the floor will be about the same height from the ground as in the case of the ordinary omnibus. The air-tanks or cylinders are fitted into a frame, on which the body of the car will be placed, the engine occupying the centre and the tanks the space at either end. The essence of the invention consists in the utilization of the higher pressure by means of cut-off valves acted upon automatically by the diminishing pressure. The engine is worked by means of reversing levers, of which there is one at either end.

The adoption of the invention will necessitate the erection of receivers at given distances along the various tramway routes, in order to supply the engine with air, the process of pumping occupying not more than two minutes. Supposing an adequate supply of air the engine would be equivalent to 30 horse-power, and it is calculated that without a renewal of air it will run a distance of four miles. On the occasion of the supply last week, a temporary pump belonging to Messrs. Elder & Company was brought into requisition. With this, a pressure of only 200lb. instead of 450 or 500lb. to the square inch could be obtained. In addition to the low pressure of air, other disadvantages are to be taken into account—the machinery being new, and the rails never having been used previously. With such drawbacks it will be readily imagined that the maximum speed which the carriage is capable of running under favorable conditions was not attained, although it travelled at the rate of twelve miles an hour. The machinery, it should be mentioned, can be stopped and reversed with facility, and it is claimed for the invention that the expense of working will be trifling in comparison to the present method of drawing the cars by horse-power. The Vale of Clyde Tramway Company, we understand, contemplate bringing the new car into operation, on a portion of their system, at an early date. — *English Paper*.

DECEASED.

At Three-Mile Creek, Box Elder County, May 19, of consumption, HENRY ELISHA PRERRY.

Deceased was born Aug. 24, 1827, in Essex Co., N. Y., where his parents embraced the gospel, and it fell to their lot to travel with the Church through all the persecutions in general. He was baptized in Illinois, and in the year 1855 he emigrated to Three Mile Creek, Utah, over which settlement he was appointed president in 1855, which position he held with honor to himself and his family up to the date of his decease. He was held in the highest esteem and love by the people over whom he presided. His worst enemies were even compelled to acknowledge his merits as a noble and true-hearted man. — *Com.*

ESTRAY NOTICE.

I HAVE in my possession:
A mouse-colored HORSE, six or seven years old, branded on right hip, hind feet white, saddle-marked.
A red and white COW and yearling bull CALF, cow branded CAHOON on both horns, under crop off left ear.
A dark roan two-year old HEIFER, swallowfork in left ear, lump on right jaw, brand on left hip but not legible.
A red and white line-backed yearling HEIFER, crop off right ear, white face, no brands visible.
A two-year old red STEER, no marks or brands visible.
If not claimed, they will be sold at public sale, at Estray Pound, American Fork, on Monday, May 31, 1875; sale at 1 p.m.
WM. GRANT,
District Poundkeeper.
American Fork, May 21, 1875. ds&w

IMPORTANT NOTICE.

PARTIES having Real Silver Fox or Cross Silver Fox Skins, can receive for them the Highest Market Value by shipping them to

EHRLICH & Co.,

287 & 289 Eighth Avenue, New York.

P.S. — Ladies are invited to send us 10 cents, for which we send them our fashion "QUARTERLY" for one year, containing beautiful illustrations, and prices of our numerous articles of merchandise and interesting reading matter. The cheapest publication ever issued, only 10 cents. w15

NOTICE.

To William Higgins:

YOU ARE HEREBY NOTIFIED THAT I have expended for you the sum of Twenty (\$20) Dollars for labor performed on the Shoo Fly Lode (East), in Ophir Mining District, Tooele County, Utah Territory, being the amount to be expended by you on your proportion of said lode, and unless he same shall be paid by you within one hundred and eighty days after the date of the first newspaper publication of this notice, to wit, January 20th, 1875, your interest in said lode or mine will be forfeited to, and become the property of, myself, by operation of law.

SELAH CHAMBERLAIN.

Salt Lake City, January 18, 1875. w51

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It is the duty of all persons before starting on a journey to ascertain by what route they can reach their destination with the least trouble, and if there are two or more roads leading to the same point, to decide which is the safest and pleasantest to travel.

We take pleasure in stating, that the CHICAGO & NORTH-WESTERN RAILWAY is the oldest, and several miles the shortest, route between Omaha and Chicago. Within the past two years the road bed has been put in admirable condition, and almost the entire line has been re-laid with steel rails.

The Depot in Chicago is centrally located, and as their trains arrive there thirty minutes in advance of all other lines, passengers can always be sure of making Eastern connections.

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If you are going to Chicago, or East, you should, by all means, purchase your tickets by the Old Pioneer Route—

The Chicago and North-Western. You will find on all through trains Pullman Sleepers, new and magnificent Day Coaches, and the best Smoking and Second Class Cars now on any road in the United States.

Particular information, with maps, time tables, etc., may be had at any of the Through Ticket Of-

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The "BUCKEYE MACHINE," either as Self-Raker, Dropper or Mower, will give better satisfaction than any other machine manufactured.

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A full and complete stock of the above constantly on hand and for sale on Very Reasonable Terms.

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w15 s30

That Popular Boot and Shoe Establishment, The WORKING-MEN'S CO-OP., has removed to the "Town Clock Store," 87, Main St., West Side, nearly opposite the former location.

ices in the West, or upon personal or written application to J. W. Irons, Ticket Agent, Salt Lake City, A. H. Earl, Ticket Agent at Ogden, or to J. H. Mountain, Western Traveling Agent, Omaha, Neb., or to W. H. Stennett, General Passenger Agent, Chicago. w1

PUBLIC SALE.

NOTICE IS HEREBY GIVEN, that by authority given me by deed, bearing date May 17, 1873, and recorded in Book "F," pages 161 & 2, Records of Salt Lake County, Utah Territory, I will offer at public sale, at the door of the First National Bank, in the city of Davenport, Scott County, Iowa, on Tuesday, the 22nd day of June, A.D. 1875, between the hours of 2 and 3 o'clock p.m. of said day, all the property in the "Alpha Mine," which by said deed I am authorized to sell.

H. PRICE, Trustee. w16

May 12th, 1875.

EPILEPSY OR FITS.

A SURE CURE for this distressing complaint is now made known in a Treatise (of 48 octavo pages) on Foreign and Native Herbal Preparations, published by Dr. O. PHELPS BROWN. The prescription was discovered by him in such a providential manner that he cannot conscientiously refuse to make it known, as it has cured everybody who has used it for Fits, never having failed in a single case. The ingredients may be obtained from any druggist. A copy sent free to all applicants by mail. Address: Dr. O. PHELPS BROWN, 1 Grand Street, Jersey City, N. J. w15

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