

Following the "iron-men" come the "head-spikers," who gauge the width (the "broad-gauge," five feet between rails) and drive six spikes into each rail. The "back spikers" and "screwers" come next, who finish spiking the rails and screw up the "fish-plates," heavy iron clamps, one on each side the rail, thoroughly bolting the joints—a recent excellent invention, much superior to the old "chair" splice.

The "spikers" are preceded by a set of "spike-peddlers," one on each side the track. It will be observed that Casement's entire force is worked in sets, two men composing a "set." The "chain gang," or "back-fillers," immediately succeed the "back-spikers." These fill in the earth, "tamping" it under the ties, doing a preliminary "ballasting" business.

Next follow the "track-liners," who, with crow-bars, put the track in perfect line. In rear and directly in front of the huge outfit termed "the boarding cars," are the "back-iron-men," who load the rails upon trucks from the side of the grade, where they are thrown from the flat-cars upon which they are shipped from the East.

But "the end is not yet." Water carriers, polished young gents, with pail and cup in hand, stand ever near to "cool the parched tongue" of the feverish track-layer. The "tail-piece" of all is a quaint little fellow with a limber back and india rubber joints, who, automaton-like, picks up the loose bolts, spikes, tools, etc., and distributes them where they belong.

It would be an ungrateful omission not to mention "Champion Tom," the noble, venerable, full-blooded American equine who pulls the front truck in co-operation with the "iron-men." He has been the motive power of the "iron-men" from Omaha; and very truly, practice has made him perfect in his "role." Talk of animal instinct—there is scarcely a person here who claims for him less sagacity than that of his "mud-sill" co-laborers. I should freely award him the palm over the human form who mauled him with an iron bar, as I looked on, while the faithful "Tom" tugged with herculean force to drag the rail-laden truck out of a gap between joints.

The front of Casement's train is a truck laden with such sundries as switch stands, targets, chains, bolts, screws, timbers for truck repairs, iron rods, steel bars, barrels, boxes, coal, shovels, picks, crow-bars, straight edges, wrenches, chairs, levers, hammers, felloes, spokes, old harness, sledges, spike-mauls, cable, rope, cotton-waste, spare coats, mattresses, an indefinable lot of dunnage, wagon-wheels, rockers, sand-boards, reaches, etc., with a blacksmith shop in full blast in rear, in charge of Messrs. Chas. Burgess and P. H. McGrew.

In the second car is the feed store and saddler's shop.

The third is the carpenter-shop and wash-house, with Frank Weidenboerner, a male descendant of Wm. Penn, as "washerwoman."

The fourth is a sleeping apartment for "mule-whackers."

Fifth, a general sleeping car, with bunks for 144 men.

Sixth, sitting and dining room for employees.

Seventh, long dining-room, at the tables of which 200 men can be comfortably seated.

Eighth, kitchen in front and counting room and telegraph office in rear.

Ninth, store-car.

Tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth and sixteenth, all sleeping cars.

Seventeenth and eighteenth, Captain Clayton's cars—the former his kitchen, the latter his parlor, where Mrs. C. presides with the dignity of a true lady.

Nineteenth, sleeping car.

Twentieth, supply car.

Twenty-first and twenty-second water cars.

This immense train is attended by two engines, Nos. 117 and 119—Wm. Cain, a railroad expert, from Cleveland, Ohio, conductor of the former, George McCamish, engineer; the redoubtable Wm. H. Miles, conductor of the latter, with Samuel Bradford, engineer.

Capt. D. B. Clayton is General Superintendent for the Casements.

Mr. Guilford is foreman of the iron-gangs, or track-layers. James McElheny, foreman of tie-layers. Charles S. Foster, wagon-master. Col. A. T. Wilcox, financial manager. C. L. Morehouse, clerk. T. B. Duffy, store-keeper. J. R. Bresee, physician and surgeon for the outfit. Jacob F. Gilbert, chief steward, with 16 assistants. Chas. H. Sharman, civil engineer for the end of the track, having seven assistants. Chas. E. Crall, telegraphic operator. George Calkins, draughtsman.

I inclose you a pencil sketch of Look-

out Mountain, about nine miles west of Bear River, with a portion of Casement's train; also of the main portion of the trestle work over Bear River, with a water tank. Had I found an engraver, I should have sent you woodcuts of the scene, possibly our last glimpse of this mammoth model and inimitable armament of railroad construction. It will soon have fulfilled its mighty destiny. But twenty miles more remain to unite the two lines, and the Casements will do the giant's half. Then their leviathan outfit will roll back over its first-trodden iron pathway through the valleys and canyons whence it came, and take a last farewell of Utah.

ANON.

THE WONDER OF THE AGE.

Professor Samuel Gardiner, the electrician at the Capitol, has lately invented and patented, in Europe and this country, a self-lighting gas burner, which, on turning on the gas, is instantaneously lighted. If blown out by accident or intentionally, it immediately re-ignites of itself. In fact, it cannot be blown out without immediately lighting again. The burner is so constructed as to cause fifteen per cent. more perfect combustion of the gas, the flame being steady, and preventing the flickering of the gas flame, which is the case with all burners now used. It is just what the public have been wishing for since the first introduction of gas. No matches or electricity are required. Public buildings, churches, theatres, hotels, stores and private residences can now dispense with the danger of matches and flambeaux. By turning on the gas-cock of any public building, ten thousand gas burners will spring into light in a second of time. Hundreds have, within a few days, visited the rooms of Mr. Gardiner, at the Capitol, and witnessed this wonderful invention. Two of the largest gas burner manufactories in New York are now manufacturing this burner, and orders are received daily from all parts of this country. Prof. Gardiner has spent years in perfecting the lighting and turning on gas by electricity, which has proved a perfect success for the past four years in lighting the Capitol. His scientific studies have now resulted in this last invention,—a self-lighting gas burner—which can be seen in the rooms of the electric gas lighting department at the Capitol.—*Washington Intelligencer.*

WHERE FAT AND FLESH COME FROM.

They come from the earth and atmosphere, collected by vegetation. Grass contains flesh; so does grain. The animal system puts it on from these. Vegetation then is the medium through which the animal world exists; it can exist in no other way. When grass or grain is eaten the flesh constituents are retained in the system; so also the fatty substance—that is, the starch or sugar from which the fat is made. Some grains have more flesh than others; so of the qualities that make fat. In a hundred parts of wheat, according to Piesse, are ten pounds of flesh; in a hundred parts of oatmeal nearly double that amount. Hence oats are better for horses on account of their flesh-forming principle, rather than fat, as muscle is what a horse wants. For fattening purposes, however, corn and other grains are better.

When flesh itself is eaten, the system but appropriates what is already formed, but would as readily take it from vegetables as from flour. The flesh-making principle—or the flesh itself in its constituents—goes to form cheese, in the dairy; the starch, &c., the butter. Hence it is that some people assert that cream has little influence in cheese, further than to enrich it; for cheese and butter are entirely distinct. The same kind of food is equally good for the production of either. This is a point of considerable interest, and is not yet fully explained—indeed, it is yet in its infancy—and a plant in its different stages of growth has a different effect. The fat of the plant is held in reserve for the seed; nothing is wasted in leaves, wood, &c.; the precious seed must have it. Hence, when this takes place, the stalk is comparatively worthless to what it is prior to the change. And the fat cannot be appropriated so well in the seed as when it is diffused through the stalk. Tender herbage, therefore, is the best; and when secured before the formation of oil takes place, so much the better will be the hay.—*Printers' Ink.*

Special Notices.

Having lately received extensive additions to our already large and varied stock, in the shape of type, presses, &c., &c., our facilities for executing all kinds of Job Work in the best and most improved styles have been greatly increased. Co-operative and other establishments can be supplied with plain or tinted Order and Receipt Books, Certificates of Stock, and every kind of work. Orders from the city and the country settlements are respectfully solicited.

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LIST OF LETTERS

Remaining in the Office at Salt Lake City, Utah Territory, on the 24th day of April, 1869; which, if not called for within one month, will be sent to the Dead Letter Office.

GENTLEMEN'S LIST.

Ambrose A

Arthur W

Barnum H A

Banta E

Binnal C

Bishop W J

Bischoff J 2

Bost J K

Branan J

Branch F G

Bundy J C

Burrill A F

Burrows W C

Cazier S

Carlson C P

Chapman W W

Childs A B

Clifford M D

Clark J R

Clark W O

Coats E H

Coats B F

Cook J

Davis S

Davis J M

Dannivan A

Day C

Derr W

Dittmar H

Driskell M L

Driskell M

Dumont W F

Dufour J H

Edwards J 2

Egbert D W

Emrie C D

Ferrier F

Flagg D E 2

Gardner F

Gavin J

Getts S V

Goldstein P

Gray R

Griffith M J

Hall H

Hall I

Hayball G

Hawthorn W W

Harris J

Hatfield L M

Hammill S

Hembling I

Hilliard J

Higby H J

Howell Capt H S 3

Holbrook J A

Hoskins C D

Howard C F

Hull H G

Ives B

Jay J H

Johnson G L

Kay W

Kane C

Kesler H W

Keene E

Kean P H

Keeler S J

Koleom W J

Kolsom J

Kutz J

Larson P

Larson J

Larson J C

Ladd S G

Lany B

Lamb A

Lazarus J

Lenham T

Lee C S

Leach J

Lemmon J H

Little G E

Link H

Loyd W J

Loves G

Loeb L 2

Logan J C

Lothian A

Lundergreen S N

Lund H P

Lyman L

McAfee J W

McCling J

McKinney A M

McLaw J

Malurky P

Manley C

Major J M

May H M

Mahon J

Manning E

Mattison E

Martin I

Martin S

Madison H

Morrison S

Milleno J

Miller H

Miller A

Michelson J

Milliner F

Miles B A

Mixer G H

Morris B

Morris C

Moses G

Nielson S 2

Nichols W H

Nead G A

Nathan S J

Payne R J

Palmer J A

Parker J

Palmer J

Peggett W G

Peterson F

Peterson N

Pendleton A J

Pettit E

Peterson C

Pearce E

Physilliar H

Phillips W G

Reading J

Robinson J S

Roses W

Rynders G

Schwartz W

Shelton R

Shaw R P

Simpkins W S

Slater T

Smallwood

Smith T W

Smith A

Snider D 2

Sneath R G

Standing J

Starkey W

Stewart J

Starkey W

Staples J

Stokes C

St Leger E G

Swan B

Swan J T

Symons B

Symons C

Tall G

Taylor W

Taylor W

Taylor M

Tempest H

Thayn J J

Thompson P

Thompson C

Tysom A J

Van Dyke J

Valkenburg P

Walker G

Watson A K

Wairing C

Walker H H

Warren J E

Weber F

West J

Wells J

White C M

Whitaker T

Whitmore T S

Wheeler W

Whitney D J

Wharton A

White N

Whymper F 3

Williams J R

Williams H 4

Wilson R G

Wilson R 2

Wilson W

Williamson W

Wilson J R

Wilson J M

Williams J

Williams S

Wiley S A

Woodford

LADIES' LIST.

Allen A

Anansen A

Anderson H

Andrews S

Arnold A 2

Blair J

Clark H

Cotton M 2

Dalton J

Eldredge N

Graham M A 2

Palmer J

Sisly M A

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