RAILROADS.

Utah Western Railway COMPANY.

SPRING & SUMMER ARRANGEMENT.

ON AND AFTER

Monday, May 1st, 1876,

The UTAH WESTERN RAILWAY COMPANY will run daily Trains as follows (Sundays excepted):

Leave Salt Lake City at 7 a. m.
Stopping 25 minutes at Lake Point for Breakfast.)
Arrive at Half-way House at 9.25 a. m.
Leave Half-way House at 11.40 a. m.
(Stopping 25 minutes at Lake Point for Dinner.)
Arriving at Salt Lake City at 2.05 p.m.

ON SUNDAYS

Leave Salt Lake City at 10:45 a.m., stopping 25 minutes at Lake Point for Dinner, arrive at Half-way House at 1.10 p.m.; returning leave Half-way House at 1:25 p.m., arriving at Salt Lake City at 4:20 p.m.

On Wednesdays & Sundays

ONLY, a SPECIAL EXCURSION TRAIN will leave Salt Lake City at 10.45 a.m, connecting at Lake Point with

THE STEAMER

GENERAL GARFIELD

Which will make a trip on the GREAT SALT LAKE returning in time for Supper at the Lake Point Hotel, and connect with Train arriving at Salt Lake City at 7:50 p.m.

TICKETS (good on either of Wednesday and Sunday Trains, and including ride on Steamer), $1 50.

Special rates given to Excursion Parties upon application to G. W. THATCHER, General Passenger Agent.

For any information concerning freight, apply to J. N. PIKE, Gen'l Freight Agent.

d130 H. P. KIMBALL, Supt.

UTAH NORTHERN RAILROAD.

ON AND AFTER

JANUARY 1st, 1876

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:20 a. m.
" Brigham	10:55 "
" Logan	2:00 p. m.
Arrive at Franklin	3:30 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:35 "
" Brigham	2:25 p. m.
Arrive at Ogden	4:00 "

Gilmer & Salisbury's Stage Line to and from Montana connects with trains at Franklin.

M. W. MERRILL, Supt.

CHAS. NIBLEY, Gen. Freight & Ticket Agt. d280

UTAH SOUTHERN RAILROAD

On and after Feb. 25, 1876.

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fare.
	A.M.	A.M.	P.M.	
Trains leave Salt Lake	7 00	6 10	1 30	....
Little Cottonwood	7 29	6 55	2 15	50
Junction	7 40	7 20	2 50	75
Arrive at Sandy	7 55	7 40	3 00	1 00
Leave	A.M.			
Sandy	8 00			....
Draper	8 18			1 25
Lehi	8 38			1 75
American Fork	8 49			1 90
Pleasant Grove	9 02			2 00
Provo	10 15			2 50
Springville	10 35			2 75
Spanish Fork	10 53			3 00
Payson	11 22			3 50
Santaquin	11 40			4 00
Arrive at Terminus	P.M. 12 00			4 00

Going North.

Name of Station.	No. 2. Passenger.	No. 4. Passenger.	No. 6. Freight.	Fare.
Trains leave	P. M.	A. M.	P. M.	
Terminus	12 20			....
Santaquin	12 37			25
Payson	1 17			50
Spanish Fork	1 40			1 00
Springville	2 05			1 25
Provo	2 25			1 50
Pleasant Grove	2 58			2 00
American Fork	3 20			2 10
Lehi	3 28			2 25
Draper	4 22			2 75
Arrive at Sandy	4 37			....
Leave Sandy	4 47	9 20	5 00	2 00
Junction	4 52	9 40	5 10	2 25
Little Cottonw'd	5 12	10 15	5 40	2 50
Arrive at Salt Lake	5 40	11 0	6 15	4 00

Nos. 1 and 2 will be run daily.
Nos. 3, 4, 5 and 6 will be run daily, Sundays excepted.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, General Superintendent.

JOHN SHARP, JR., General Freight and Ticket Agent.

UTAH CENTRAL RAILROAD

PIONEER LINE OF UTAH.

On and after June 20th, 1875.

Name of Station.	No. 1. Pass'r.	No. 3. Pass'r.	Fares.
Trains leave Salt Lake.	7 00 AM	3 40 PM	
*Wood's Cross.	7 35 "	4 08 "	.50
Centreville	7 33 "	4 16 "	.75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 53 "	1.35
Arrive at Ogden.	9 00 "	5 40 "	2.00

Name of Station.	No. 2. Pass'r.	No. 4. Pass'r.	Fares.
Trains leave Ogden	9 40 AM	6 20 PM	
Kaysville.	10 31 "	7 10 "	1.00
Farmington	10 52 "	7 31 "	1.35
Centreville	11 04 "	7 44 "	1.60
*Wood's Cross.	11 13 "	7 53 "	1.75
Arrive at Salt Lake.	11 40 "	8 20 "	2.00

*Passing Places.

MIXED TRAINS WILL RUN DAILY, (Sundays Excepted.)

Leaving Salt Lake City at 8:40 a.m. and 5:05 p.m.; and Ogden at 8 a.m. and 3:30 p.m.

☞ For all information concerning Freight or Passage, apply to

JOHN SHARP, JR., Gen. Freight and Ticket Agent.

JOHN SHARP, Superintendent.

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d26

EVENING NEWS.

Wednesday, May 24, 1876

What Our Grandmothers Did.

"Is there anything whereof it may be said, See, this is new?" Recently our readers were interested in an alpaca dress, sheared, woven and made up the same day. But "There is no new thing under the sun." The "thing," or something like it, was done one hundred years ago, as this story, told by an aged mother to her children, shows:

Late in the afternoon of one of the last days of May, 1776, when I was a few months short of fifteen years old, notice came to Townsend, Mass., where my father used to live, that fifteen soldiers were wanted.

The train band was instantly called out, and my brother, the next older than myself, was one that was selected. He did not return till late at night, when all were in bed. When I arose in the morning, I found my mother in tears, who informed me that my brother John was to march the day after to-morrow, at sunrise. My father was at Boston, in the Massachusetts Assembly. Mother said that though John was supplied with summer clothes, he must be away seven or eight months, and would suffer for want of winter garments. There was at this time no store, and no articles to be had except such as each family could make itself. The sight of a mother's tears always brought all the hidden strength of the mind to action. I immediately asked her what garments were needed. She replied "Pantaloons."

"O, if that is all," said I, "we will spin and weave him a pair before he goes."

"Tut," said my mother, "the wool is on the sheep's back, and the sheep are in the pasture."

I immediately turned to a younger brother, and bade him take a salt dish and call them into the yard.

Mother replied, "Poor child! there are no sheep-shears within three miles and a half."

"I have some small shears at the loom," I said.

"But we can't spin and weave in so short a time."

"I am certain we can, mother."

"How can you weave it? There is a long web of linen in the loom."

"No matter; I can find an extra loom."

By this time the sound of the sheep made me quicken my steps towards the yard. I reached my chair to bring the wheel and cards, while I went for the wool. I went to the yard with my brother, and secured a white sheep, from which I sheared with my loom shears half enough for the web; we then let her go with the rest of the flock. I cast the wool in what my sister Lydia had left for a black sheep, and held her while I cut off wool for my filling and half the warp, and then allowed her to go with the remaining part of her fleece.

The wool thus obtained was duly carded and spun, washed, sized and dried; a loom was found a few doors off, the web got in, woven, and prepared, cut and made, two or three hours before my brother's departure,—that is to say, forty hours from the commencement.

The good old lady closed by saying,—

"I felt no weariness, I wept not,—I was serving my country; I was preparing a garment for my darling brother. The garment finished, I retired and wept, till my overcharged and bursting heart was relieved."—*Ex.*

Fall Sowing of Alfalfa.

We called attention some time ago to the fact that a number of experiments had been made in sowing alfalfa in the fall instead of spring. We have now heard from a number of these ventures. In every instance as far as we have learned the experiment has been successful. Judge Stanly sowed about forty acres of alfalfa on his farm on Napa creek below the town. The seeding was done mostly with rye, or some other grain, the design being to produce a rapid succession of green crops for selling, a large herd of dairy cows being kept on the farm. The alfalfa came up well, and as soon as it had fairly put out its leaves it was out of the way of frost. It now appears that frost in this country is only fatal to alfalfa just as the tender blades have appeared above the ground. If a frost or a hard freeze comes then the crop is ruined. We know now better than ever before just what contingencies affect this crop. We are able also to reconcile the statements of farmers who have sown alfalfa under what they thought to be the most favorable conditions, and got no crop. Give alfalfa two weeks of growing weather after the blades are above ground, and it will be out of the way of frost. Now those who sow in the early fall are sure to have exemption from frosts. The gain is one and sometimes two cuttings over what would be obtained by sowing in the spring. We shall be glad to report any other experiments in fall sowing of alfalfa.—*San Francisco Bulletin.*

THE DESERET NEWS WEEKLY

For Wednesday, May 24, 1876.

SEVENTEEN PAGES AND EIGHTY COLUMNS OF READING.

Printed on Strong White Rag Paper

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A. M. SMITH, General Passenger Agent, Chicago.

HUGH RIDDLE, Gen'l Sup't, Chicago.

d129 6m

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express	10:20 a.m.
Mixed	5:00 p.m.
Freight	8:30 a.m.

ARRIVE.

Daily Express	6:15 p.m.
Mixed	8:40 p.m.
" Freight	2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen'l Ticket Agent, Omaha.

H. H. CLARK, Gen'l Supt. d90

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