

Valuable Railroad Invention.— A Compound Steel and Iron Rail and Telegraph Wire Bed

Peter Bargine, formerly a machinist and foundryman of Stockton, but now of San Jose, is the inventor and patentee of a new rail-road rail, which promises to work a revolution in track building. It seems fully to answer all the requirements of the steel rail, and to overcome all the disadvantages of that article. While it is an absolute preventive of accidents arising from broken rails, it is also to be used as a telegraphic wire-guard, and makes a smooth road, even more so than the ordinary steel rail, from the fact that it is laid in broken joints, and combines, in the rail itself, all the advantages of the "fish joint," while the old "chair" is completely abolished. A description of it is easily given. The rail is made in two parts, the upper being steel the lower iron, combining firmness with elasticity. The steel portion is simply that part of the rail upon which the wheels roll, which may be termed the "T" portion, or rather the upper half of it. The inventor calls it "a steel bit," and in form it is exactly the shape of the upper half of the ordinary T rail, the "Web" or central supporting portion being more distinctly formed, and with less of the curve in it. Upon the usual iron base of the rail, which is slightly broadened, rise two "webs," which may be termed walls, leaving a U shaped groove, gutter-like, the whole length. The upper portion or steel bit is set into this groove between the "webs" or walls, and bolted through from side to side. The "web" or arm of the upper part does not descend to the bottom of the channel in which it fits. This leaves a space, half oval, at the bottom of the groove, which is intended for insulated telegraphic cable. The under side of the "bit" or wearing rail rests upon the two "webs" or walls of the under rail. The laying of this rail is also important. The two parts are laid in "broken joints," and one bolt in each of the lower halves sits in a slot allowing plenty of margin for expansion or contraction of the metal, and for "crawling" of the track. The steel overlies every joint of the iron base, and no joint rests upon a tie, but always occurs between ties. The advantages of this rail are claimed and seem to be the following. First—That the liability of steel rails to break in frosty weather can bring no bad results, as any breakage of the upper rail but makes a new joint, and cannot displace the tractile or running surface of the rail. Second—The doing away with all chairs and heavy devices to secure the rail to the tie. Third—Lessening the cost of steel rail while giving all its advantages. Fourth—The saving of telegraphic poles and insulators, reducing telegraphic repairs, liability to disorder, etc., against which is the cost only of insulated cable. Fifth—The utilization of all the advantages of the "fish joint." In addition to these it is claimed, and by calculation shown, that the wear and repair are both lighter, because in relaying only the upper part, or "bit," will have to be replaced, while the base will remain for years. The relaying also can be done with a smaller force of men, at less cost, and with far greater rapidity. The cost of the new rail will be less than that of the solid steel rail, while a better rail will be rolled of this shape, as, being of easy form, it will be made more perfectly, and by machinery less expensive than that required for the solid rail. A collateral advantage arises from this rail—to wit, the re-rolling. As the under or iron part receives no wear at all, and comprises two-thirds of the metal used, it leaves only the "bit" or wearing track, to be removed, when well worn, for re-rolling; and the simplicity of its form renders its rolling a matter of comparative ease, and within the mechanical capabilities of any railroad works.—*Sacramento Record-Union, October 11.*

THE PROGRESSIVE ONE TRACK RAILWAY.—The future lines of the 9th has the following description of the "Progressive One Track Railway" invented by D. B. James of that town: "The principle upon which this road is built is somewhat as follows: The four feet in length are laid down, and upon them is bolted a wooden rail fourteen inches wide and eight inches thick, and in the center of this is

bolted a second rail ten inches wide and two inches thick. This last rail is hardened by the use of asphaltum and other processes which we are not at liberty to explain. This completes the track, making a continuous and solid cord. The cars are provided with two wheels, with a flat face ten inches in width, and are the main supporters and run upon the center of the track. The car is kept on the track by means of four vertical wheels with faces of six inches. The wheels are bound with rubber, and run upon the side of the fourteen-inch rail, near the main wheels. Thus the car is made to traverse the track with perfect safety. The following estimate will approximate the cost per mile. Lumber, inch boards, 55 M, at \$20 per M., \$1,100; nails and spikes, \$50; cross-ties, 528, at 25c, \$132; labor in building, \$200; hardening center rails, \$50. Total, \$1,532."

FRENCH LEATHER.—The popular notion that French leather is made by a peculiar, unknown process is erroneous. The process is the same, but the greater care and skill mark the superiority of the foreign leathers. They lime more and then work them out clean, keeping them much longer in the cold, clean water; but when the skins are introduced to the ooze or bark, they are not nearly so much reduced as with us. They depend on the acid of the bark to neutralize the remaining lime; and, for the first four weeks, the skins actually fall in the liquor and do not regain substance during the remainder of the process, although some additional firmness is gained as the skins take on their leathery feel and appearance. In America, petroleum oils have been lately used in dressing leather, which makes it pliable at less cost and time. By taking impressions on sheets of fibrous pulp the French have obtained imitations of leather, and the boots from these are stronger and are unvaryingly uniform, and are water-proof.—*Ex.*

CAUSE OF THE NEVADA INDIAN SCARE.—In a conversation with Sheriff Fife of Lincoln county, says the *Silver State* of yesterday, who passed here on Sunday, relative to the dispatch signed by him and the commissioners of Lincoln county, denouncing Cleveland and Murphy as the originators of the Indian scare, that gentleman said he had not seen the dispatch to which his name was signed, before it was sent, and that he was convinced that the language used was too strong, and that Cleveland and Murphy had been too severely censured. He thinks, however, that Murphy was somewhat to blame for the outbreak alarm. He has 17,000 head of cattle in Spring valley, more than there is pasturage for, and he wanted to frighten settlers from Snake valley, so that his cattle could range there unmolested. This Sheriff Fife believes to be the true secret of the alarm and the reason why such exaggerated reports of the outbreak were circulated by Murphy, who is warring continually with settlers in Snake valley about the pasturage.—*S. F. Chronicle, Oct. 9.*

There is a great mortality among fowls on Staten Island, a sort of epizooty having attacked them quite generally. Many farmers have lost all their poultry.—*N. Y. Herald.*

Madame Fortmeyer, the notorious abortionist of St. Louis, sentenced to the penitentiary for ten years, escaped from that prison by squeezing herself through the transom of her cell.

The wealthiest man in the world is Mr. Mackay. The wealthiest woman in the United States is the wife of Professor Gammell, formerly of Rhode Island. She is understood to have an income of nearly £200,000 sterling a year. Her father's estate, which she has inherited, is said to be fully £1,000,000.

"You can screech all you like, but the boss ain't home, and I ain't goin' to stir till I got the best suit o' clothes in this yer house," said a tramp to the parlor full of young ladies. As he seemed to mean just what he said, and moreover as he was clothed in nothing at all except impudence, having carefully disrobed outside previous to his sudden appearance, they hustled out and "chucked" the old gentleman's new outfit at him through the half opened door. Necessity is the parent of persuasion.—*Washington Star.*

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WE HAVE RECEIVED A LOT OF

Home-Made Cloths

FLANNES, LINSEYS,
YARNS, Etc., Etc.,

From the Factory, which we are offering at

VERY LOW FIGURES.

OUR STOCK OF

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GROCERIES,

BOOTS, SHOES,

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Is full and we are offering at greatly Reduced Prices.

HIGHEST PRICE PAID FOR DRIED FRUITS.

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STAGE LINES!

DAILY LINE OF STAGES FROM THE terminus of the Utah Southern Railroad through Southern Utah and South-eastern Nevada to the following points:

Springville, Payson, Salt Creek, Fillmore, Beaver, Star District, San Francisco Dist., Pioche.

And all intermediate points.

Connect at Payson tri-weekly for all points in Tintic.

" tri-weekly at Salt Creek for the coal fields and all parts in Sanpete.

" tri-weekly at Beaver for Parowan, Cedar and St. George.

Time to Pioche, fifty-five hours.

Principal Office, Wells, Fargo & Co's Building, Salt Lake City.

w25 HUGH WHITE, Proprietor.

SPECIAL NOTICE.

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WAGONS AND AGRICULTURAL IMPLEMENTS

Always do well by buying at the

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You always get the best on fair terms and low prices.

The Bain Wagon, so long and well known, needs but little said in its favor; it is the best and most popular Wagon in Utah.

Full Stock of Plows and other Agricultural implements.

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FIRST WAGON DEPOT

SOUTH OF THE THEATRE.

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Salt Lake City, Utah, Box 361.

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In the Probate Court in and for Salt Lake County, Territory of Utah.

REUBEN H. CHASE, Plaintiff,
against
EMMA C. CHASE, Defendant,
The People of the Territory of Utah,
To Emma C. Chase, Defendant, Greeting.

YOU are hereby summoned to appear in an action brought against you by the above named Reuben H. Chase, Plaintiff, in the Probate Court in and for the County of Salt Lake and Territory of Utah, and answer the complaint filed therein, within ten days (exclusive of the day of service) after he service of you of this summons. If served within this County, and if not within this County but within the Third Judicial District of the Territory of Utah within twenty days; otherwise if within the Territory within forty days, or judgment will be taken against you by default, according to the prayer of said complaint. This action is brought to obtain a decree of this Court dissolving the bonds of matrimony existing between the said Plaintiff and Defendant and cost of suit.

IN WITNESS WHEREOF, I hereunto set my hand and Seal of said Court in Salt Lake City, this 17th day of July, A. D. 1875.

D. BOCKHOLT,
Clerk of the Probate Court,
Salt Lake County.
By ELLIS A. SMITH, Deputy.

WOOL! WOOL! WOOL!

Wanted!

100,000 POUNDS

OF WOOL,

Of Good Merchantable Quality, for which

25 Cents a Pound

Will be paid,

One-Third in Money and Two-

Thirds in our Factory Cloth

on delivery of the

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At President Brigham Young's Office.

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THREE YEARS' EXPERIENCE HAS TAUGHT US THAT WE CANNOT DEAL IN TWO different makes of wagons with satisfaction to the manufacturers, ourselves and the public.

Therefore, we shall hereafter only buy and sell the

FISH BROTHERS WAGONS.

They have been so steadily and deservedly growing in favor, that we find it next to impossible to sell any other wagon. Ask any person who has bought one for the last two years, and he will tell you he has never had a tire or spoke loose, or a wheel broken or out of repair. He will tell you that the Fish Brothers Wagons run the easiest, and are the best in all respects.

The balance of our stock of Mitchell Wagons on hand we offer for sale at cost.

We thank the public for its generous patronage in the past, and shall try to deserve your kind favors in the future. We know from the letters written us, and the thousands of words of commendation received from purchasers, that in offering you the FISH BROTHERS WAGON we offer you

The Best Wagon on Wheels!

NOTICE TO AGENTS.

We sell no wagons on commission. Fish Brothers' Wagons don't need to go round the country begging for purchasers. We can sell outright all the wagons the manufacturers can furnish us and supply the other demands, and when a wagon leaves our yard, it is sold.

Yours very respectfully,

JOHN W. LOWELL & CO.

Salt Lake City, March 14th 1875