

# DESERT EVENING NEWS.

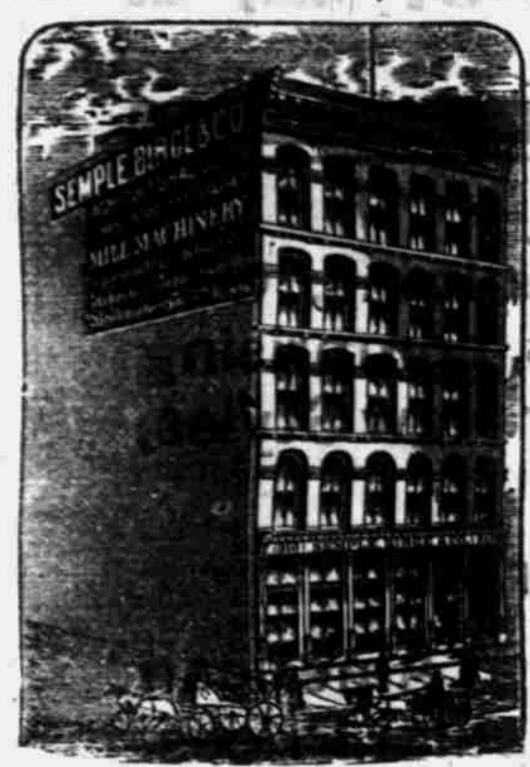
TRUTH AND LIBERTY.

VOL. IX.

SALT LAKE CITY, UTAH TERRITORY, MONDAY EVENING, JUNE 19, 1876.

NO. 176.

## ST. LOUIS TRADE SEMPLE, BIRGE & CO.



910 and 912 Washington Ave.  
MANUFACTURERS OF  
**AGRICULTURAL  
and MILL  
MACHINERY,  
and  
FARM  
WAGONS!**  
Largest Stock in the  
United States.

## SOUTHERN WHITE LEAD COMPANY



For Sale by Z. C. M. I., Godbe, Pitts & Co.,  
Treadwell & Co., and Day & Co.

## ESTABLISHED 1863. Mammoth Lime Kilns, HOT SPRING LAKE.

LIME Delivered in Salt Lake City by the Load at 25 cents per bushel.  
BEST LIME IN THE MARKET for every purpose.  
Will sell Cheaper for Cash at Kiln than any other firm in the Territory.

## MACDUFF BROTHERS.

### UTAH CENTRAL RAILROAD

PIONEER LINE OF UTAH.

On and after June 20th 1876.

Name of Station.	No. 1.	No. 2.	Time.
Trains leave Salt Lake.	7:00 a.m.	3:40 p.m.	
Wood's Cross.	7:25 "	4:08 "	.80
Centerville.	7:50 "	4:33 "	.75
Springdale.	8:15 "	4:58 "	.70
Arrive at Ogden.	9:00 a.m.	5:40 p.m.	2.00
Trains leave Ogden.	9:40 a.m.	6:20 p.m.	
Lawrenceville.	10:15 "	7:00 "	1.00
Provo.	10:40 "	7:25 "	1.25
Springville.	11:05 "	7:50 "	1.50
Arrive at Salt Lake.	11:40 "	8:30 "	2.00

### UTAH SOUTHERN RAILROAD

On and after May 29th 1876.

Going South.

Name of Station.	No. 1.	No. 2.	Time.
Trains leave Salt Lake.	7:00 a.m.	3:40 p.m.	
Wood's Cross.	7:25 "	4:08 "	.80
Centerville.	7:50 "	4:33 "	.75
Springdale.	8:15 "	4:58 "	.70
Arrive at Ogden.	9:00 a.m.	5:40 p.m.	2.00
Trains leave Ogden.	9:40 a.m.	6:20 p.m.	
Lawrenceville.	10:15 "	7:00 "	1.00
Provo.	10:40 "	7:25 "	1.25
Springville.	11:05 "	7:50 "	1.50
Arrive at Salt Lake.	11:40 "	8:30 "	2.00

### UTAH WESTERN RAILWAY

ON AND AFTER

Monday, May 1st, 1876.

THE UTAH WESTERN RAILWAY COMPANY

will run daily trains as follows:

Trains leave Salt Lake City at 6:30 a.m. and 3:30 p.m.

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## By Telegraph. CONGRESSIONAL.

PER WESTERN UNION TEL. LINE.

WASHINGTON, 17.—On motion of

Mr. Hendricks, the Senate bill, granting

the right of way for a railroad and telegraph

line to the Walla Walla and Columbia River

Railroad Co., across the Walla Walla military

reservation, was passed.

Lord, on behalf of the impeachment

managers, informed the Senate that the

House had made application to the Senate

for an adjournment until November,

alleging, among other reasons, the

great difficulty of procuring

witnesses at the month of July,

and that the reasons presented

were such that, on reflection, the

managers have asked leave to confer

with the House. The Senate

which he desired to present were:

First, that the question of jurisdiction

had been settled, and that the

question as to the two-thirds vote

would not be settled before the ad-

journalment of this session; and

second, that the Senate, sitting as

court, would not sit after Con-

gress adjourned. The plan of the

managers had been to induce the

Senate as part of the impeachment

process, to adjourn until after the

Senate would not do that, and

therefore that plan had been given

up, and the managers had been

instructed to submit a

resolution authorizing the managers

to consent to the continuance of

the trial until the 15th or 20th of

November next.

Opposition to this plan of post-

ponement was made by several

members of the Senate, and a

decision, the House went into

committee of the whole on the army

bill.

Mr. Mill moved to amend the 8th

section of the bill, which reduces

the number of cavalry regiments

to eight, and infantry to twenty-

three. The amendment was to

fix the number of cavalry regiments

at eight, and infantry at twenty-

three; and that the cavalry

regiments should be recruited by

men in each company, and kept at

that number, and that a sufficient

force of cavalry shall be supplied

to the defense of the Mexican and

Indian frontiers in Texas; the

amendment was agreed to.

Mr. Harburt made a point of order

that the eighth section of the bill

should be referred to the

committee on the army, and

pointments to the grade of second

lieutenant to graduates of the

military academy, and to non-com-

missioned officers of the army, was

change of the existing law, and

was on its face in the interest of

economy. The point of order was

sustained by the Chair, and the

section was stricken out of the bill.

Mr. Atkins moved to amend by re-

ducing the number of enlisted men

in the signal service from 450 to 350;

agreed to.

After disposing of eighteen pages

of the bill, the committee rose and

the House adjourned.

WASHINGTON, 17.—The follow-

ing message was sent to Congress

by the President to-day:

To the Senate and House of Rep-

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