

# IMPORTANT TO THE SETTLERS ON RAILROAD LANDS.

We are indebted to General Maxwell, Register of the Land office, for this Territory, for information pertaining to the land question that will be of importance to many of our citizens. The General informs us that on Monday last, a number of plats were turned over to the Land Office in this city, in which the settlements of Parley's Park, Rhode's Valley, also called Kamas Prairie, Provo Valley, Heber and Kamas Cities, and the towns of Wasatch, Rockport, Snyder's Wellsburg, Ithaca, Peoa, Midway and Kimball's were included.

All these lands are now subject to the pre-emption law, in all cases where the settler was on the land prior to the Railroad withdrawal, which occurred May 24th, 1869. The settler is entitled to enter either even or odd sections if he can prove his right, at \$1.25 per acre. Where the settler goes upon the land now or has gone on since May 24th last, he will not be allowed to enter odd numbered sections, as they belong to the Railroad; but he can enter even numbered sections at \$2.50 per acre. The Homestead Law applies to even sections only; and the settler can only enter, as his homestead, eighty acres within Railroad limits; but he can pre-empt 160 at \$2.50 per acre on the even numbered sections.

Settlers that occupied school sections prior to survey, are entitled to pre-empt the land, by making the proof.

We hope that all our citizens occupying land within the limits prescribed above will not fail to file their declaratory statements at once, to do which the law allows but ninety-days. Their immediate attention to this matter will save them much trouble and perhaps loss.

## OBSEQUIES OF BISHOP C. W. WEST.

AT 7 o'clock yesterday morning a number of officers of the Nauvoo Legion, and several other leading citizens started from the depot of the Utah Central Railroad for Ogden, with the intention of being present at the funeral obsequies of Bishop Chauncey W. West. From the first organization of the militia district of Box Elder and Weber Counties, the deceased had acted as its commander; and for this reason a request had been made by Lieut. Gen. D. H. Wells of the leading officers of this Division—to which they cheerfully responded—to be present at the funeral. Their names were:

Gen. B. Young, jr.,  
Gen. H. B. Clawson,  
Col. H. P. Kimball,  
Col. John Sharp,  
Col. J. C. Little,  
Col. Jos. A. Young,  
Col. Isaac Groo,  
Col. J. T. Caine,  
Col. H. P. Richards,  
Col. John W. Young,  
Col. Jeter Clinton,  
Lt. Col. J. R. Winder,  
Lt. Col. G. M. Ottinger,  
Lt. Col. J. D. T. McAllister,  
Lt. Col. H. S. Beattie,  
Lt. Col. H. J. Faust,  
Lt. Col. W. Jennings,  
Major John Clark,  
Major L. S. Hills,  
Major Andrew Burt,  
Major Peter Sinclair,  
Major J. B. Lewis,  
Capt. J. S. Houtz,  
Capt. John Sharp, jr.,  
Lieut. S. B. Young.

Of other Elders there were:

John Taylor,  
Wilford Woodruff,  
Lorenzo Snow,  
Geo. Q. Cannon,  
Joseph F. Smith,  
Bishop Peter Maughan,  
Bishop Abraham Hoagland,  
Bishop Abram Hatch,  
Bishop John R. Murdock,  
A. Milton Musser,  
Aurelius Miner,  
T. B. H. Stenhouse,  
Joseph E. Taylor,  
Orson P. Arnold,  
H. S. Gowan,  
W. C. Williams.

There were also several ladies in the Company.

The party anticipated reaching Ogden in ample time for the meeting at 11 o'clock, and everything went on smoothly until the train arrived at the scene of the late accident, about six miles from this city, where a temporary track had been laid. At this point the four truck wheels of the locomotive ran off the track; the train was proceeding so carefully at the time, however, that no damage was done to the line or the locomotive. Getting the locomotive

back on to the line, and making the track so secure that the train could pass on in safety, occupied nearly four hours. Fortunately for the party the Superintendent of the Road, Joseph A. Young, Esq., and John W. Young, Esq., who had laid the entire track, were on the train, and a number of the men employed on the line were convenient, so that everything possible was done to facilitate the passage of the train over this bad spot.

It was a noticeable feature in the delay, that though a disappointment to every person in the party, as the funeral ceremonies were arranged to take place at 11 o'clock, there was not an unpleasant word uttered or even an expression of vexation seen on any countenance. Cheerfulness and good humor prevailed, and all were willing to do everything in their power to remedy the difficulty. The train reached Ogden a few minutes after three p.m.

A very large congregation of people convened, at the hour appointed, at the Tabernacle, in Ogden, whither the remains of Bishop C. W. West, accompanied by the mourners, were carried, expecting every minute that the visitors from this city would arrive. The services were delayed until 1 p.m., the assembly sitting during the time with the greatest patience. As described to us the meeting was a most solemn and affecting one. The deceased was intimately known by the entire people, having been brought in daily contact with the most of them. They knew his worth and he was greatly endeared to them, and as was remarked by Elder Franklin D. Richards, there was not a public work in the county that did not bear the impress of his mind and to the completion of which his labor had not contributed.

The speakers on the occasion were: Elders Walter Thompson, Lester Herrick, Lorin Farr and Franklin D. Richards.

After the services the congregation was dismissed, and the remains of Bro. West had just been carried back to his late residence when the train with the visitors arrived. A procession—consisting of the family and relatives of the deceased in carriages, followed on foot by those of the apostles who were present, other relatives, the Mayor and City Council of Ogden, the officers of the Legion from the district lately commanded by the deceased and from this city, and citizens of Ogden on foot and in vehicles—was then immediately formed, and, preceded by the horse bearing the remains, and the Ogden brass band, repaired to the cemetery. Appropriate, very touching and consolatory remarks were made to the assemblage and the grief-stricken family, at the place of burial, by Elder John Taylor, who also pronounced the benediction, after which the procession returned in the same order to the place of starting.

Six p.m. was the time appointed to return; but as this did not allow sufficient time for the company to obtain the necessary refreshments the Superintendent kindly delayed the departure of the train until half past six. There were some very fine singers in the party, and, after the train started, they delighted the company by their singing. A proposition was made for a speech from Col. J. C. Little, which was carried by acclamation. The Colonel was more than usually happy in his remarks, which contained much instruction and a touching eulogy of Bro. West. The company felt so well that more were called for, and before the train reached the city twenty-two brief, pointed and pithy discourses replete with instruction and comfort had been delivered, every speech having been followed by singing. The speakers were:

J. C. Little, Geo. Q. Cannon, John Taylor, Isaac Groo, Jos. A. Young, Lorenzo Snow, B. Young Jr., Wm. Jennings, W. Woodruff, J. D. T. McAllister, J. R. Winder, Peter Maughan, H. P. Kimball, Jeter Clinton, Abram Hatch, Joseph E. Taylor, H. S. Beattie, Joseph F. Smith, John Sharp, John W. Young, H. B. Clawson, John T. Caine.

Elder Woodruff alluded in his remarks to the company being on a car and running on a line owned by Latter-Day Saints—that it reminded him of a song composed by Elder John Taylor called "The Mormon Car." This allusion called forth the song from Elder Taylor, when a note was put, and unanimously carried, that he furnished a copy for publication in the News. We take pleasure in presenting it to our readers, to whom it may be new. It will be found at the end of this article.

A motion was made by Col. John W. Young that a committee be appointed to arrange for a military picnic excursion, to which the civilians present

were also to be invited. This motion was unanimously carried, and the following gentlemen were appointed as the committee.

Col. Heber P. Kimball,  
Col. John Sharp,  
Col. Isaac Groo,  
Lieut. Col. John R. Winder,  
Lieut. Col. David McKenzie,  
Lieut. Col. H. S. Beattie,  
Major Lewis S. Hills.

We judge from the expressions which we heard from nearly all present that a more delightful meeting they never attended than this one held on the cars between Ogden and Salt Lake City; and though the occasion which called the company together was a mournful one, it was in other respects delightful. A dear friend and companion had been laid away in the dust to await the resurrection of the just; but they could think of him as a faithful, true man, who, in all the relations of life had been generous and loving, and maintained with integrity his covenants and the trust reposed in him.

To the Editor of the Deseret News:

Dear Sir.—Having been called upon to furnish you with a copy of the "Mormon Car" for publication, as sung in our very pleasant re-union, on board the cars, last Sunday evening, please find it enclosed. This piece was written by me while in New York and published in the *Mormon*. Dr. Jeter Clinton, N. H. Felt and Judge Dulin were with me at the time.

Respectfully, etc.,

JOHN TAYLOR.

"THE MORMON CAR."

TUNE—"Jeanette and Jeannot."

"Let her rip and let her roll."—

Jeter Clinton.

"Ticket the baggage for Salt Lake."—

N. H. Felt

"Look out for the train when the bell rings."—Judge Dulin.

The Mormon car is moving and has been in motion long.

At first, her power was feeble; but now it's getting strong.

And having started on the track, the best that we can do,

Is to keep the car in motion and pop her quickly through.

She has friends abroad, in every land, in nations near and far

Who are calling for the pure in heart to step into the car,

They will station them and ticket them, what more then can they do?

Than to tell them all to step on board, and she will pop them through.

She's had stations with the buckeyes and with pukes and suckers too;

Who have prophesied the Mormon car could never travel through;

But on solid track, and fired up, with Deseret in view

She disappointed all their hopes, and popped her quickly through.

She has had a few collisions as she's moved along the track,

And been jostled, crushed and splintered; but she never would go back.

And though opposed by every power, she ne'er collapsed a flue;

But let on steam, and clear'd the track, and popp'd her quickly through.

## LOCAL AND OTHER MATTERS.

MAIL AND OTHER MATTERS AT PORTAGE.

—Our correspondent "Billy, the mail boy," writing from Portage on the 13th instant, rather sarcastically observes: "What a glorious thing it is to live in this age of steam and electricity, what an improvement on the old stage coach and pony express. Thus I thought when I opened the mail to-day and received two numbers of the *DESERET EVENING NEWS*, one for December 23rd, the other of December 27th, also the *WEEKLY NEWS* for January 5th. In this same mail were also copies of the *Chicago Times* of Jan. 4th; *Marion County (Iowa) Democrat* of January 4th, and other papers from the East of like date. These papers had travelled over a thousand miles, while the *EVENING NEWS* had had only one hundred miles to come, and we only receive them about once in two weeks.

"What is the matter? What are the mail agents doing? that such gross blunders occur. It looks as though they were not

attending to [the] business for which uncle Sam pays them. And the poor postmaster receives all the blame, as the subscribers think he has the papers and is too lazy to hand them out. I think it is time something was done to have these things made right. Last fall, the Portage mail, went to Wellsville, Cache County, in about half the time, and it is getting no better fast."

Our correspondent further informs us "that the folks at Portage are not dead, neither in the spirit nor in the flesh. We have built a good co-operative store. But two inches of snow have fallen during the last week, and we had dry dusty roads up to last night, when about an inch of snow fell. Feed is plenty and our stock is running out on the range and doing well.

FUNERAL OF THE LATE BISHOP WEST.

—By Deseret Telegraph line we learn that Mrs. Mary West and Joseph A. West, wife and son of the late Bishop Chauncey W. West, arrived at Ogden from California at about half-past nine o'clock this morning, bringing with them the remains of the Bishop. The funeral will take place to-morrow (Sunday), at 11 a.m., at Ogden: We understand it is the intention of about twenty officers of the Nauvoo Legion to go from this city to attend the ceremonies. Many friends, also, are making calculations on being present. The train will leave here at 7 o'clock to-morrow morning, and will return in the evening, so that all who wish to go can do so and not be absent over night. We understand that for this occasion tickets there and to return will be sold at a reduced rate to accommodate those only who go to attend the funeral obsequies.

INDIGNATION MEETING.—We have received a copy of a series of resolutions passed at a mass meeting of the ladies of Springville, held on Friday last, to express their indignation against Messrs. Cullom and Cragin.

The resolutions are some, you had better believe, and if the gentlemen for whose special benefit they were got up were only to read them they'd wilt immediately. We shall most likely print them in another issue, they are too lengthy for to-day. They must be preserved as a memorial of the faith, integrity and grit of the ladies of Springville, to whose heads and hearts they do honor.

Mrs. Cynthia Clyde was elected to preside over the meeting; and Misses Ida and Ina Johnson, Secretaries.

THAT MENAGERIE.—We are given to understand, by the gentleman with that unpronounceable Italian name, who cares for the "birds, beasts and fishes" at our home menagerie, that the enterprising proprietor thereof has engaged the services of an experienced, skillful, and daring trapper whose whole business will be to secure for the menagerie specimens of the wild beasts and birds of Utah. Our friends interested in zoology may soon expect many valuable additions to this growing institution of Salt Lake City.

FATAL RAILWAY ACCIDENT AT GOLD HILL.—The *Gold Hill News*, of the 8th inst., contains the following melancholy item:

"The first serious or fatal accident we have yet had to record in this locality, resulting from the Virginia and Truckee Railroad passing here, occurred about 11 a.m. to-day, at Main Street Station, in this town. The regular morning train for Carson, consisting of a locomotive, several platform cars and some quartz cars, with the passenger car bringing up the rear, came along, bound up to Virginia. Some little boys, among them Herman Mau, son of Albert Mau, of Virginia, aged about eight years, with his brother, were standing upon the platform of the station, just completed, watching the train, which was passing at a fair rate of speed around the curve, and within a few inches of the edge of the platform. With a view of getting a ride to Virginia, probably, little Herman sprang forward upon one of the flat cars following the locomotive, and losing his balance, from the onward motion of the train, he staggered and fell, dropping between that and the car following. Horrible to relate, he fell across one of the rails, and it is thought that two cars passed over him before the train stopped. He was picked up immediately, dead, the fatal wheels having passed directly across his little body, cutting him nearly in two, so that his bowels were let out.

PERIODICALS.—The enterprising proprietor of the Railroad News Depot, James Dwyer, Esq., has laid us under obligations for the beautiful display of the latest periodicals and other matter laid upon our desk this morning. Among them we noticed "Harper's Weekly" for the 15th inst., and "Appleton's Journal" for the 22d inst.; also the January numbers of *Godey's Lady's Book* and the new series of the "Phrenological Journal," and a number of a new London journal, entitled "The Graphic," the same size as "Harper's Weekly," also a musical work, called "Merry Chimes," being quite a large collection of songs, duets, trios, and sacred pieces published by the well-known music publishers, Oliver Ditson & Co., of Boston, Mass., specially designed and adapted to juvenile classes. The public may find all the above, and a large lot of sheet music, etc., for sale, at reasonable rates, at the Railroad News Depot, on the west side of East Temple street.