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Practical Watch & Clock Maker

JEWELER, ETC.,

BEGS to inform his friends that he has REMOVED to

Two Doors North of the Deseret National Bank,

EAST TEMPLE STREET.

d209

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HAVING REMOVED into our New Building, we are now prepared to furnish everything in our line at the Lowest Rates and with dispatch.

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AND

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Self-Labelling, Soldered Top Fruit and Honey Cans a Specialty in their Season.

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d129 3m

U. P. R. R.

—:o:—

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

LEAVE.	
Daily Express	10:30 a.m.
Mixed	1:00 p.m.
Freight	8:30 a.m.
ARRIVE.	
Daily Express	6:15 p.m.
Mixed	6:40 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 Bank, City; also at Union Pacific Railroad 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. d130

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UTAH MUSICAL TIMES!

This musical monthly will be issued on the 15th of each month, and will be devoted to music, art and literature. It will contain fourteen pages of reading matter and two pages of new music, original and selected, with organ accompaniment, adapted to advanced and juvenile choirs, and to the home circle.

CONTENTS

of the first number: Poetry. Biographical sketch of Ludwig Von Beethoven. Salutatory. Frauds in the Piano Trade. Sohns Pianos in Utah. Purchasers beware. United States Piano Co's Pianos for $225.00. Music Trade Review. Novelty Piano Co. Mr. Tieljens and Hand Guide. Von Bulow in the Eastern states. Sir Michael Costa's Oratorio of "Eli." Editorial Notes. Dramatic Notes. Musical Notes. Musical Instruments Exported from the United States. Home Correspondence. Review of Musical Publications. Music: "Salutation" by Prof. George Careless; "This World is Full of Care" by Frank Root; "Tell me, ye winged winds" by Prof. Careless. Price of the music taken at cash prices, delivered in this city. Send for sample copy.

Calder & Careless,
Editors and Publishers.

EVENING NEWS.

Monday, June 5, 1876.

BIG GUNS.

The recent trials with the 81-ton gun, as described in our columns, will have given our readers some idea of the power of modern artillery. Yet it is not easy to form an adequate conception of the enormous forces thus set in operation. The ignition of three barrels of powder in the chamber of a gun is productive of an explosion which might be expected to prove altogether uncontrollable, but which is nevertheless employed to propel a ponderous projectile along a rifled bore, the whole operation being conducted with all the nicety of scientific experiment. The shot is made to rotate as it proceeds and is sent spinning out of the gun like a bullet from a soldier's rifle. There is a distinct measurement of the velocity with which the shot flies on its way, as also of the pressure which the exploded powder exerts in the gun. A pressure of twenty-two or twenty-three tons on the square inch is not readily to be comprehended. If a bar of iron an inch square were to be placed so as to rest upright on an iron plate, this bar would have to be continued upwards for nearly two miles and three-quarters before its entire length exercised a pressure of twenty-two tons on the square inch of plate. There is another way of looking at the fact, which is worth notice. Taking the pressure of the powder gas as between twenty-two and twenty-three tons on the square inch, the base of the projectile in the 15-inch gun will receive a total pressure of nearly 4,000 tons.

Accordingly if the gun was fitted with a piston like a steam cylinder, and were placed with its muzzle upwards in a vertical position, it would be capable—so far as mere force is concerned—of lifting such a vessel as the *Rover* (an iron corvette) completely out of the water, the ship having all her engines, guns, stores and men on board. Pretty nearly the same thing could be done with the *Royal Adelaide*. The *Pallas* could be readily lifted after the same fashion, supposing the power could be brought to bear. Or the entire armor of the *Inflexible*, weighing 3552 tons, could be heaved upwards. Two of the 81 ton guns could very nearly lift the *Hercules*, with all her weights on board. Three of these guns could lift the *Inflexible* herself, with her full load. Hence, we may say that the four guns which this ship will carry are capable of running away with her, big and weighty as she may be. Of course our guns are intended not merely to look big and make a noise, but to perform certain work whenever it may be required.

What the 81-ton gun can do against an armed target has not yet been practically demonstrated. But some important results have been achieved with the gun which, so far as Woolwich is concerned, come next below it in magnitude, and to these we would invite attention. Thus, as a matter of fact, the 38-ton gun has sent its projectile through the following combination: A 12-inch plate, an 8-inch plate, six inches of teak, and two inches into a five inch plate, or altogether more than twenty inches of iron and six of teak. In another instance the projectile was sent through a target built up in the following manner: A 4-inch plate, an 8-inch plate, six inches of teak, a 5-inch plate, six inches of teak, and an inner skin with angle irons, making altogether 184 inches of iron and 12 inches of teak. Granting that this was done at close quarters, still it is a wonderful performance for a gun of 38 tons weight.

All that Herr Krupp has done towards piercing the armor of the *Inflexible* has been to send a projectile through 18 inches of iron and six of teak. This was certainly effected at a range of more than a mile; but on the other hand the Krupp gun weighed 50 tons, or half as much more as the Woolwich gun to which we have just referred. An attempt has been made to show that the Krupp gun of 56 tons is superior to the Fraser gun of 81 tons, but this view was evidently based on an erroneous assumption. The Krupp gun has developed an energy of rather less than 22,000 tons, whereas the 81 ton gun has very nearly reached 25,000 tons, and will in all probability, considerably exceed that point before the experiments are at an end. The novel expedient of enlarging the powder chamber of the big muzzle-loader is now being effected, and in another month we may see some yet higher results. The powder chamber, we believe, will undergo an enlargement to the extent of one inch in its diameter, thus making it sixteen inches, while the diameter of the bore where the shot travels will still remain at fifteen inches. When the gun appears in this new form it will be capable of taking a larger charge of powder, and if the pressure does not prove too great we may see its present enormous cartridge enlarged by another half barrel, so as to make up a total of 350 pounds of powder. Even if so high a point as this be not reached, we may expect to see a material advance in the force of the projectile. Much interest attaches to the progress which is being made at Elswick with the eight 100-ton guns intended for the Italian navy. The rifling of the first of these enormous weapons is going steadily forward, but is necessarily a long process. In a few weeks we may expect to hear that the huge piece is on its way to Spezzia on board the large Italian transport—the *Europa*. The length of this gun is thirty-two feet, with a diameter of six feet and a half, the caliber being seventeen inches, and the rifling uniform, on the polygroove system. The projectile is to weigh 2,000 pounds, and will be propelled by 300 pounds of powder. An immense pontoon has been designed by Sir W. Armstrong's firm, and will be used for floating and firing the gun in Italian waters. The arrangements are such as to test not only the gun, but also the hydraulic machinery provided for working it. As the guns, when on board ship, will be fired in turrets, very little room will be allowed for their recoil. The hydraulic presses which are to receive the shock will, we believe, only allow the gun to recede something like two feet. The strain must be tremendous, and there is obviously an ample field for proof the machinery as the gun. Concerning the qualities of the gun, there can be no doubt that they will be such as to sustain the reputation which Sir W. Armstrong has long possessed as an artillerist. The relative merits of the Woolwich and the Elswick monsters will be a matter of some interest, but the real contest is with the Krupp. For the present we cannot see that Essen is gaining any victory, or is doing anything more than producing good guns at a great cost. For safety nothing can compete with the guns that are produced at Woolwich and Elswick, and unquestionably this is a consideration to which great weight must be attached. The breech-loading question is losing its importance daily, though considerable efforts are made to press it on the notice of the public.—*London Standard.*

TO RENT—A 5 roomed house. Good location; enquire at this office. d161

JOS. WALKER, JOHN A. KNIGHT. JOHN REID, JOHN F. GIBLAD.

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C. E. FORESOY, Broker,
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Our Country Contemporaries.

Beaver Enterprise, May 31—

In the Second District Court, on Wednesday, May 31st, the officers' account was approved and the jurors drawn for the September term. The court adjourned for the term.

The following is the list of the grand and petit jurors drawn for the September term—

GRAND JURORS:

Richard H. Ashley, Lewis Root, William Weaver, William Davis, P. T. Farnsworth, Jr., W. G. McMullen, Samuel O. Crosby, A. A. Pips, Wm. Sheek, Michael Mahoney, Edward Kinney, Samuel Walker, Andrew Patterson, M. Powers, Franklin R. Fish, Charles A. Burke, Henry H. Cash, U. C. Baldwin.

PETIT JURORS:

Charles Adams, John Kemple, Andrew Sorenson, C. P. Miller, Walter Granger, Andrew Corey, Marcus Funk, Hyrum Judd, J. E. Pace, James S. Montague, Daniel S. Pendleton, Ben. A. Arthur, A. M. Farnsworth, Wm. Adzhead, Geo. Hicky, Wm. Davenport, Jos. Low, Jr., E. B. Chase, Jas. M. Mooney, J. M. Burke, H. S. Stephens, Ed. Thomas, D. L. McDonough, Wm. Cowan, Erwin Stoddard, Valentine Carson, Peter Guyo, S. S. Barton, A. Gootwin, Wythe Walker, A. A. Dickey, Wm. Greenwood, Alec Wills, W. Coplan, George Thorne, Wm. Robinson, H. S. Skinner, A. Sullivan, E. Twichel, Ashael Bennett, W. D. Fuller, J. B. Elmer, C. A. Conelly, Hen. Bowen, David Miller, A. J. Randall, Wm. Meeks, Jos. Barrett, Wm. Burnison, Wm. Atkins.

CORRESPONDENCE.

Y. M. M. I. A.

KANARRA, May 24, 1876.

Editor Deseret News:

On the 7th of this month, Brothers Young and Hardy were here, held meeting and organized a Young Men's mutual Improvement Association, and the following brethren were elected and unanimously voted for, as officers of the association—President, Miron S. Roundy; First Councilor, Wallace W. Roundy; Second Counselor, William P. Willis; Secretary, Rufus A. Allen.

Not knowing how soon some of us may be called to go to foreign lands to teach those who are ignorant of the way to salvation, we as Latter-day Saints should improve each moment in doing something that will be for our own good and for the good of others. The Y. M. M. I. A. is to try and draw the young people's minds to something which will be useful to us at present and in future time.

If we could realize the future as we should, we would feel different from what a good many of us do. We would attend meetings more regularly and would study good books and not speak light of that which is sacred.

RUFUS A. ALLEN.

FOUND.

ON THE 22d OF MAY, ON MAIN STREET, a lady's gold bracelet. The owner will find it at this office. d161

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 7:20 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 7.20 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.

H. P. KIMBALL, Supt.

d130

UTAH NORTHERN RAILROAD.

—:o:—

ON AND AFTER

JANUARY 1st, 1876

Trains will run Daily as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9:20 a. m.
" Brigham	10:50 "
" Logan	2:00 p. m.
Arrive at Franklin	3:30 "

SOUTHWARD.

	No. 2.
Leave Franklin	9:00 a. m.
" Logan	10:55 "
" Brigham	2:25 p. m.
Arrive at Ogden	4:00 "

—:o:—

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

M. W. MERRILL, Supt.

CHAS. NIBLEY,
Gen. Freight & Ticket Agt. d209

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 25 "	4 08 "	.60
Centreville	7 33 "	4 16 "	.75
Farmington.	7 50 "	4 33 "	1.00
Kaysville.	8 12 "	4 52 "	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 4:05 p.m.; and Ogden at 9 a.m and 3:30 p.m.

☞ For all information concerning Freight or Passage, apply to

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

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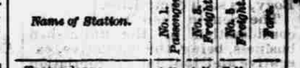
SUPERINTENDENT.

UTAH SOUTHERN RAILROAD



On and after May 29th, 1876,

Going South.

Name of Station.	No. 1. Passenger.	No. 3. Freight.	No. 5. Freight.	Fares.
	A.M.	A.M.	P.M.	
Trains leave Salt Lake.	7 00	8 10	2 05	
Little Cottonwood	7 28	8 45	3 05	.50
Junction	7 48	9 15	3 25	.75
Arrive at Sandy	7 58	7 35	3 45	1 00
Leave Sandy	8 08			
Draper	8 18			1 25
Lehi	9 08			1 50
American Fork	9 28			1 75
Pleasant Grove	9 38			2 00
Provo	10 35			2 50
Springville	10 55			2 75
Spanish Fork	11 21			3 25
Payson	11 33			3 50
Santaquin	11 43			4 00
Arrive at Dermiuns	12 00			4 00

Going North.

	P.M.	A.M.	P.M.	
Trains leave Terminus	12 30			
Santaquin	12 47			.50
Payson	1 00			.75
Spanish Fork	1 12			1 00
Springville	1 35			1 25
Provo	1 45			1 50
Pleasant Grove	2 05			1 75
American Fork	2 15			2 00
Lehi	2 35			2 25
Draper	2 45			2 50
Arrive at Sandy	4 57			3 00
Leave Sandy	4 47	9 15	5 20	3 00
Junction	5 01	9 25	5 30	2 75
Little Cottonwood	5 21	9 55	5 50	2 50
Arrive at Salt Lake	5 40	10 30	6 15	2 00

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

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d235 1m

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☞ People from the City will please bring them on Wednesday and Thursday.

DAVID O. CALDER.

(OFFICIAL.)

Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily..... 7 40 p m
Local — Ogden, Echo City, Wasatch and Morgan County, daily ..... 7 40 p m
Summit and Wasatch counties, Tuesday and Thursday, 7 40 p m
Alta, Tuesday, Thursday and Saturday..... 7 10 p m
West—Through mail, daily..... 10 10 a m
Local—West Jordan and Herriman, Thursday ..... 7 10 p m
Ophir, Tooele City, daily, except Sunday..... 5 00 p m
Grantsville, Saturday..... 3 00 p m
Bingham, daily, except Sunday ..... 7 10 p m
North—Idaho, Montana, Oregon and Washington Ter. daily..... 10 10 a m
Local—Davis and Box Elder counties, daily..... 10 10 a m
Cache county, Thursday and Saturday..... 10 10 a m
Rich county, Monday and Thursday..... 7 10 p m
South—To Pioche, daily..... 7 10 p m
St. George and Arizona, alternate days ..... 7 10 p m
Sanpete and Sevier counties, 7 10 p m
Fairfield and Cedar Valley, alternate days..... 7 10 p m

CLOSING.

East—Through mail, daily..... 9 00 p m
Local—Ogden, Morgan county, Echo City and Wasatch, daily..... 9 00 p m
Summit and Wasatch counties, Monday and Wednesday, 9 00
Alta, Monday, Wednesday and Friday..... 5 30 a m
West—California, Nevada and Ogden; (through mail) daily..... 4 30 p m
Local—West Jordan and Herriman, Thursday..... 5 30 a m
Ophir, Tooele, Stockton and Grantsville, daily, except Sunday..... 5 30 a m
Bingham, daily, except Sunday..... 5 30 a m
North—Idaho, Montana, Washington and Oregon, daily..... 1 30 p m
Local—Davis and Weber counties, daily..... 9 00 p m
Box Elder county, daily..... 1 30 p m
Cache county, Sunday, Tuesday and Thursday..... 1 30 p m
Rich county, Tuesday and Thursday, via Evanston..... 9 00 p m
South—Pioche, etc. daily..... 5 30 a m
St. George and Arizona, alternate days..... 5 30 a m
Sanpete county, Sunday, Tuesday and Thursday..... 5 30 a m
Fairfield and Cedar Valley, Wednesday..... 5 30 a m

OFFICE HOURS.

General delivery open from 8 a m to 8 p m, Sunday, 8 30 to 1 30 p m.
Money Order and Registry Department from 9 a m to 4 p m.
Outside door open from 6 a m to 8 p m.

A. M. MOORE, Postmaster.