

Co., assert that the number of newspapers issued has fully doubled within six years.

In looking over the publications devoted to specialties, or class publications, we find the religions largely predominate over any other class, which shows the interest the public press takes in the moral and religious welfare of the country.

The farmers, horticulturists and stock raisers have their interests represented by an agricultural press numbering no less than 106 publications, many of which are gotten up at great expense, and are very extensively circulated.

The medical profession enlightens its members through the columns of 72 publications, of which 5 are weeklies, 50 monthlies, 3 semi-monthlies, 3 bi-monthlies, and 11 quarterlies.

The number of papers published in other than the English language is growing rapidly, owing to the immense immigration from foreign countries, especially Germany, France, Scandinavia and Italy.

The publications printed in the German languages in the United States number 314, and the Dominion of Canada 5, and are over three times as many as the sum of all other publications in foreign languages combined.

The publications in the French language are confined principally to Louisiana and the Province of Quebec, where the language is in common use.

The Scandinavian publications number 18, and are confined entirely to the West and North west (with a single exception, that of a daily, semi-weekly and weekly in New York City), the immigrants from Denmark, Norway and Sweden having principally settled there.

In the Spanish language there are but 7, Hollandish 6, Italian 4, Welsh 3, Bohemian 2, Portuguese 1, Cherokee 1—none of which have a very wide circulation or influence, owing to the reason that the population speaking these languages is comparatively limited and widely scattered.

A Portable Railway.

The following concerning a portable railway, made on what is known as the Peteler plan, is from the Chicago Railroad Gazette. The invention seems to be now attracting some notice in the West. It is designed to facilitate the removal and transport of earth on the cuts and fills in railway construction; and it is exhibited in operation in the improvement of some city lots in Chicago:

"The track is formed in separate sections, 25 feet long. Each section consists of two 3 by 6 inch sleepers, 25 feet long, placed 2 feet apart, and held together by four bolts of 1-inch iron. Close to the inner edge of the upper surface of each sleeper is riveted a rail of half-oval iron about 1 1/2 inches wide and 1/2 an inch high. These form a track of 20-inch gauge, the framework being equivalent to the road-bed and ties of an ordinary railroad. This section supplies a complete railroad 25 feet long. To make a longer line the sections are placed on the surface of the ground, end to end, and fastened together by hooks and eyes, dowel joints, or otherwise. As now employed, there are castings at the ends of the sleepers, those at one end forming a mortise, and those at the other a species of tenon with a hook, so that two adjoining sections are simply slipped together and then latched. These sections can be readily handled, loaded and unloaded by three or four men, and four men can lay 1,000 feet in an hour. A few curved sections, and one section with a frog and switch are needed with every lot. The track can thus be laid on almost any surface—on rough ground or in marshes—and a good road thus provided for vehicles. These vehicles have iron-flanged wheels, twelve or fourteen inches in diameter, supporting a framework on which swings a hopper-like box, which can be turned over to either side. The sides are hinged at the top, and when the box is turned upon one side, that side falls, thus leaving it a box without a bottom, and the load is dumped. These cars are made to carry a cubic yard of earth,

and they weigh about 350 pounds. Their sides are moderately low, so that they can be easily loaded. They are coupled together by chains and hooks."

THE FAMOUS OILS.—The modern application of science to industrial purposes are nowhere more curiously illustrated at the present day than in chemistry. Commercial enterprise has availed itself largely of this fact, particularly in the production of perfumes, "extracts," &c. Singularly enough these perfumes—formerly obtained by distilling them from flowers—are now manufactured in immense quantities from substances of really disgusting odor. In the making of brandy and whisky a peculiarly foetid oil is formed known as fusel oil; and this fusel oil, distilled with sulphuric acid and acetate of potash, gives the "oil of pears." The "oil of apples" is made from the same fusel oil by distillation with sulphuric acid and bichromate of potash. The "oil of pineapples" is obtained from a product of the action of putrid cheese on sugar, or by making a soap with butter, and distilling it with alcohol and sulphuric acid, and is now largely employed in England in the preparation of the famous "pine-apple" brand of ale. The "oil of grapes" and "oil of cognac," used for imparting the flavor of French cognac to brandies, are little else than fusel oil. The artificial "oil of bitter almonds," so extensively employed in perfuming soap and for flavoring confectionary, is prepared by the action of nitric acid on the fetid oil of gas tar. Many a fair forehead is damped with eau de millefleurs without knowing that its essential ingredients is derived through chemical artifice from the drainage of cow houses!

A Vegetable Wool.

The name of vegetable wool is applied to a fibrous material obtained from the leaves of the fir, a manufactory for this purpose having been established near Breslau, in Silesia. The species of pine thus operated upon is the pinus sylvestris, or wild pine; and it would seem that every member of the pine tribe might be turned to similar account. The leaves of these trees on examination will be found to be made up of a fibrous material held together by a resinous substance. The latter may be dissolved out by means of alkalies, leaving the woolly matter behind. Coverlets, blankets, and other articles made of vegetable wool are in use in Austria, and especially in the public institutions of Vienna. The material is warm, durable, and in all respects agreeable; moreover, it possesses the excellent quality of preserving a certain balsamic and decidedly wholesome smell, which nevertheless is so inimical to insects that they never harbor in it, as they do in almost all the ordinary descriptions of bed material. The resinous matter holding the woolly fibres together—and which is eliminated or dissolved out by the alkalies—is also turned to account, medicinal baths being made with it as a basis, and which are found to be useful in various chronic diseases.

THE SEVENTEENTH OF JUNE.—The anniversary of the Battle of Bunker Hill—The 17th of June—was an eventful one to Mr. Vallandigham. Had the horoscope of fate cast its influence upon his belief, he certainly would have regarded this day with superstition and apprehension. It was on the 17th of June, 1863, that he ran the blockade from the South, and encountered the dangers of exile, the sea, and death. On the 17th of June, 1864, a year to a day exactly, he reached his old home and made a speech in Dayton, then laboring under an apprehension of renewed military arrest. On the 17th of June, 1871, he died a victim to an unlucky accident from his own hand. It so happened that it was seven years after his return, and in a year in which the figure seven so prominently appears to mark the date.—Cincinnati Enquirer.

DIED.

In the 15th Ward, of cancer, SIDNEY B. GRANGER, infant son of Lafayette and Prudence A. Granger, aged three months and eighteen days.

ESTRAYS!

I HAVE in my possession a black mule branded K on left thigh, J C on left shoulder. Also a bay mule branded U S X S on the neck. DAVID MORLEY, Upton, Summit Co. d 193 s w 1 e

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Cleanest, Most Durable and Generally Convenient!

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H. B. CLAWSON, Supt.