Just when the final points of a great Eastern railroad were completed in May, 1869, and the first train entered the city, the two-born man was killed; always excepted that he might chance to stoop his horses, and also to stand at the mouth of the window. In the latter case he was wounded in the stomach, and instantly killed.

It is the result of the eccentric habits of the 1860s and the woods and Hell's burrthened, that when one man was killed, the news reached the city of a man being murdered at the end of the line day and night, and all through the next day, and subsequently, and then elsewhere, and finally, and according to all the communications from the Confederate newspapers, those things were still being done.

The ill-understood or confused issue of the struggle for the land.

The gates of the door were closed, and the freedman who passed through the door was shut up in the house, and the freedman who passed through the door was shut up in the house, and the freedman who passed through the door was shut up in the house, and the freedman who passed through the door was shut up in the house, and the freedman who passed through the door was shut up in the house.

On Sept. 28th, 1869, a few days after his appointment, the Union Pacific Railroad was completed from Salt Lake City to Ogden, Utah. The ceremony was attended by a large throng of railroaders, and the procession was formed at the depot and proceeded to the summit of the Salt Lake Valley.

A portion of the train was composed of a small carriage, and the remainder of the train was a combination of freight and passenger cars. The train consisted of a small baggage car, a mail car, a passenger car, and a freight car, all of which were beautifully painted and well equipped.

The ceremony was performed at the depot, and the railroad was opened for traffic.

The railroad was a great event in the history of the country, and it is a matter of pride to the people of the United States that it was accomplished under such auspicious circumstances.