

Most certainly we are unless there is some great reason for them doing so, and that no one claims. If this country were a desert as when you came here, as described by President Young, it would then be about an even question whether the road should go north or south of the Lake; each road has its advantages and disadvantages. The northern route it is claimed is a trifle shorter; but it passes along the foot hills of the Goose Creek mountains, where there is a great deal of snow in the winter, besides various other disadvantages. On the route south of the Lake there is a desert to contend with; and the advantages and disadvantages on the two routes are substantially equal. There is no particular difference from what I can learn in favor of one route over the other. But it seems to me that the fact of this city being the metropolis of the Territory and of the surrounding mining Territories, and the centre of their business for the last ten or fifteen years, is of itself enough to decide the question. (Applause.)

Band played "Hail Columbia" and "Swinging in the Lane."

The Committee, through the Chairman, Hon. D. H. Wells, reported the following resolutions, which were carried unanimously:

*Resolved:*—That Utah welcomes to her borders the coming Railroad, and hails with pleasure closer contact and more intimate relations with her friends east and west.

*Resolved:*—That every advancement in civilization and enterprise will always and at all times receive a helping and friendly hand from the people of Utah.

*Resolved:*—That it is the wish of this meeting that the Railroad shall come to this city and pass by the south side of the Lake, and for that purpose proper and suitable grounds for depot, machine shops and improvements can be obtained within this city.

*Resolved:*—That one hundred thousand citizens of this Nation demand that this great national work shall be performed for national good and for the people's benefit and not for private profit or personal speculation.

THOMAS MARSHALL.

Mr. Marshall, in reply to the call of the meeting, spoke as follows:

Friends and fellow citizens, we meet here for a grand occasion—to hail the coming of years of progress, enterprise and civilization. Science has overcome nature. The highway of commerce is now open for Eastern Asia, and no longer will Great Britain absorb in her own hands the commerce of the Indies. Young America speaks to-day and her voice declares that the old time is passing away, and marks that coming age and generation which is now engraved on the book of time that shall never be eradicated or erased. (Applause.)

We have seen within the last few years, first the pony express spanning the mighty desert; next the stage coach, and now the iron horse. We, gentlemen, citizens of this grand Republic, residents and people of Utah, speak to-day, and our voice is that we have a right to tell our servants that we want here amongst us this great work for which we have prayed and for which we have labored. (Applause.) That, gentlemen, is the object of this meeting; that is what we are here for. It is to speak the sentiments of the people, to say what Utah wants, what Utah demands of Washington. (Applause.) We have long filled, and continue to fill, a Territorial position; but, sir, that time is rapidly passing away, and soon our mountains will be populated, our mines worked, and speedily the ports of the nations of God's globe will be opened up to us.

The impression seems to be abroad that Utah and this city do not wish the railroad here. From what that impression arose God alone knows, not I. I have seen in my intercourse in this city that every man, woman and child wanted it here; wanted to speed their intercourse with the people of the United States of whom we form a part. (Applause.) They want no longer to pay great freights, and the people here know that the coming of the railroad will do away with this. Gentlemen, we shall no longer see the commercial pursuits of this city monopolised by a few large capitalists; but soon men of honesty and industry, with small means, will do a fair proportion of the commerce of Utah.

In conclusion, I will say that I heartily endorse every word of the resolutions you have passed. Every word of them is but an echo of my own sentiments, as I know and feel that it is of this people. (Applause.)

Hon. JOHN TAYLOR then read the following address:

The Railroad! The railroad is now the great topic of conversation, and occupies the attention of all classes of men. The engineer in its construction, the contractor in his arrangement, the mechanic and laborer in giving the hard knocks, carrying out their plans, the farmer in providing the grain, beef, butter, and eggs, and the merchant in catering to the wants of all. All seem interested.

Already we are talking of former friends and associations, of railway visits to the east and west; of facilities for introducing machinery and merchandise; of our close relations with the old and new world, and the vast financial and mercantile changes to be introduced by this great agrarian leveller.

I remember very well the time when there were no railroads, or steamboats, or telegraphs, or gaslights. Very soon after its completion, I rode on the first railroad that was made in the world—the one between Liverpool and Manchester, England. They now form a net work over what is termed the civilized nations of the earth, and penetrate the remotest parts; they have passed through forests, swamps, and morasses, over high mountains and low valleys, skirted bays, outlets, and promontories; their whistle has shrieked in the recesses of Egyptian darkness, and has awakened the sleeping echoes among the mummies of the catacombs; and while in Europe and America they have been fed with coal and wood, or oil, the dead of three thousand years have been rudely awakened from their mausoleums by the rustling, roaring, shrieking iron horse, and the Pharaohs—the Ptolomies of three thousand years ago, and of the then mightiest nation whose pyramidal tombs have been the wonder of the world—have been brought into requisition to feed the ever craving maw of the locomotive, and their dried up muscles, flesh and bones have been fried and frizzled and burned, to propel the rushing car. We have here no Pharaohs, nor Ptolomies, nor Nimrods, nor Nebuchadnezzars, nor Antonies, nor Caesars—nor Hannibals,—no illustrious dead; but we have the living, wide-awake Yankee, the Dodges, the Reeds, the Stanfords, the Grays, the Youngs, and other celebrities. We have also the Englishman, the Frenchman, the Saxon, the Dane, the Norwegian who are to-day with bare arm, strong muscle, and busy brain, with living energy, overturning mountains, shattering the granite rock, bridging the mountain torrents, piercing the hitherto supposed impenetrable cañons, filling up the valleys, leveling the hills and preparing a pathway for the "iron horse."

It has been thought and charged by some that we are averse to improvements, and that we disliked the approach of the railroad. Never was a greater mistake. We have been cradled in the cities of the new and old worlds, where we have built locomotives, steamboats, gas works, and telegraph lines; nor have we forgotten our former predilections, sympathies, and habits. We have always been the advocates of improvement, of the arts, science, literature, and general progress; and whilst we abjure the evils, the follies, the crimes, and many of the lamentable adjuncts of civilization, we are always first and foremost in everything that tends to enoble and exalt mankind. Who penetrated these deserts, opened these fields, planted these orchards, made these roads, built these cities, and made this wilderness and desert "blossom as the rose?" That is no mystery. Who was the first to hail and help build the first telegraph line. There sits the gentleman, (President Young.) Who the first to engage in leveling these almost inaccessible cañons. Brigham Young and his coadjutors. We believe not alone in theories, but in facts, in what the French properly call actualities. We like not to meet with babblers and theorists, and visionaries, but with matter-of-fact gentlemen, such as are around us here to-day, who like Washington, Franklin and Jefferson are proving by their acts their devotion to science, progress and improvement. We meet in friendly conclave with distinguished gentlemen connected with the eastern and western divisions of the railroad, who have been here to exchange friendly greetings with each other and with Brigham Young, and to plan for the greatest good of this great national enterprise. All men of deeds, and whose acts will live when thousands less practical will be forgotten. They are all erecting for themselves a monument more enduring than brass or marble. We hail these gentlemen as brothers in art, science, progress

and civilization, and whilst their hearts throb with a desire for the achievement of a great national highway, they will meet here a hearty sympathy and cordial co-operation; hearts as true, sympathies as strong and energy as firm and enduring as that which inspires their bosoms. We meet on the level and part on the square.

I need not say that the railroad will produce very great changes in our financial, mercantile and social affairs. Instead of the slow process of travel by ox and mule teams, we can convey our merchandise here in as many hours as it took us days. We shall be no longer isolated and alone, but be brought into close proximity with the east and west, and when this pioneer railroad shall be succeeded by others north and south, the facilities of trade and commerce will be enhanced. By their action we shall form a great connecting link between Europe, Japan and China. This will be the highway of nations, the far east and the far west will be united. As cosmopolitans we can stretch out our arms east and west, north and south and shake hands with the world.

We have had within a short time our telegraph lines and now the railroad. What next? When I was in Paris as far back as 1851, I saw a balloon, or rather series of balloons, attached to which was a small steam engine to direct its movements in the air. Who knows but that not far distant these same distinguished gentlemen who are now planning for the railroad may be consulting together here about stations and appliances for the conveyance and accommodation of passengers through the air. Some will say this is aerial or visionary; so were railroads in Stephenson's day. So were steamboats when Fulton first spoke of them. So was the telegraph till Morse broke the fetters and gave direction to the living nervous cord.

Man by steam and electricity traverses the earth, seas and oceans; let him conquer the air and then like a god he will have subjected all the elements to his control; and then if inspired by the great Eloheim, and governed by the principles of truth and virtue, he will be the true representative of God upon the earth. We hail, then, with pleasure this greatest work of the greatest nation of the earth. It is a work worthy of America in its inception, its progress, and we trust in its completion. We will bare our arms and nerve our muscles to aid in the completion of this great cord of brotherhood which is already reaching our borders.

I have heard of a few men of small minds who cavil at the terms on which it is to be built and the price offered for labor. This is for want of better information. I am credibly informed that Pres. Young in his contract has been as liberally dealt with as others. Is our labor worth more than other men's? Shall it be said of us that we have not the same ability, energy and enterprise as other men? No, a thousand times no! We have no time to listen to croakers. The railroad must be done, the Sandwich Islands, Australia, Japan and China want it; Great Britain and Europe want it; America wants it; and we want it; and with a hearty co-operation we say to those gentlemen who have come here as the representatives of the railroad, we bid them a hearty welcome to our mountain home. We sympathise with them in their feelings, desires and labors, and we will be the co-laborers with them in this herculean enterprise, and with a long pull, a strong pull, and a pull altogether, we will accomplish the object designed, and not stop till the restless iron horse shall pass in triumph from the Atlantic to the Pacific shore.

Band played "Railroad Polka" and "Hard Times come again no more."

Mr. Hussey was loudly called, and made the following speech: "I am entirely too much of a Grant man to be a talkist, you will have to excuse me."

GEORGE A. SMITH.

Hon. Geo. A. Smith being called, replied as follows:

I am very much gratified with the proceedings of this meeting, and the resolutions which have been adopted. I certainly coincide with the Honorable Vice President in his view of the necessity and certainty of the railroad passing by our city. We started from Nauvoo in Feb., 1846 to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a road to Council Bluffs, bridging the streams and I believe it has been pretty nearly followed by the railroad. In April, 1847, President Young and 143 pioneers left Council Bluffs, and located and made the road to the site of this city. A portion of our labor was to seek out

the way for a railroad across the continent, and every place we found that seemed difficult for laying the rails, we searched out a way for the road to go around or through it. We had been here only a short time until we formed the provisional government of the State of Deseret, and among the subjects of legislation were measures to promote and establish a railroad across the continent. In a little while we were organized into a Territory, and during the first session of the Legislature a Memorial to Congress was adopted and approved March 6, 1852, upon this subject, the substance of which has been reiterated by the gentlemen who have spoken to-day. Speaking of this railroad being necessary to develop the mineral and other resources of the continent and to bring the trade of China and the East Indies across this continent, we considered it then, and so represented it in our memorials. And we knew that it was a work of necessity, involving only a question of time, and it looked to us as if the work would have been accomplished long ere this.

Two years afterwards the matter was again under consideration, and a memorial to Congress was adopted, in which the route the Railroad should take was pointed out, and singular it is that the route indicated in that memorial has been followed to a very great extent in the location of the road thus far. All these matters we have regarded with a great deal of interest, and yet, when I was in Washington, in 1856, I was told by a Reverend gentleman that we were "opposed to a railroad." I told the man that he must be very ignorant of the wishes and views of the people here, or else he gave us credit for being very fond of ox teams and "horn telegraphs."

In a memorial to Congress, from the Legislative Assembly of this Territory, adopted 1858-9, it is said "a great band of union throughout the family of man is a common interest; a central road would unite that interest with a chain of iron, and would effectually hold together our Federal Union with an imperishable identity of mutual interest, thereby consolidating our relations with foreign powers in time of peace, and steadily enforcing our rights in time of war."

These are among the sentiments that were advanced in the first three memorials. I am very much pleased to see and realize that the work is now in progress, and that our friends are all united in its accomplishment. It will not be long before we have the cars running from the head of the Colorado to the North Pole, or in that direction, I will not pretend to say how far. The work which is before us will soon be accomplished; it only requires unity. The necessity of being 105 days—the length of time it took me and my family to move from the Missouri river here—will soon have passed away. The receiving of four or five mails a year is obsolete. For several years, about October, ox teams would come in loaded with mail matter that had been mailed the previous October and seven months after. All these things are improving and it will soon be that our friends down yonder will be willing to let us have Christian literature through the mails without paying letter postage on it. (Laughter.) These are among the advantages we will enjoy when this road gets through. Peace and progress to the movement!

PRESIDENT YOUNG.

As there are a great many persons present who know nothing concerning our first arrival in these valleys, I want to say in reference to Br. G. A. Smith's remarks concerning the railroad, that I do not suppose we traveled one day from the Missouri River here, but what we looked for a track where the rails could be laid with success, for a railroad through this Territory to go to the Pacific Ocean. This was long before the gold was found, when this Territory belonged to Mexico. We never went through the cañon, or worked our way over the dividing ridges without asking where the rails could be laid; and I really did think that the railway would have been here long before this; and I do think it would if there had not been some little eruption. I do not know what has been the matter, but, at any rate, there has been a little eruption and contention in the family; but I do hope now that we will get it. As for this people not wanting the railroad, why there is no people in the world that will take the matter into consideration but will see at once that we need it more than any other portion of the community. In reference to the west, to California, how easy it is to freight merchandise by sea for perhaps ten or fifteen dollars per ton from New York to San Francisco. But what does it cost us. The figures will show.