

tions of Vesuvius and Etna, have excited their interest, and marked the Hand that guides the unseen influences which affect the destinies of the world.

Eighteen hundred and sixty-eight has been memorable, also, for its disasters by sea and land. The number of agonizing shipwrecks recorded is something appalling to contemplate. Collisions, railroad disasters, terrible fires, mining disasters and colliery explosions, have been exceedingly numerous, as if death in those forms laughed at science and art, and all the means employed to prevent them. Famine has aided to fill up the page of horrors, from which various portions of the eastern hemisphere have suffered severely.

In the moral world the decadence has been very marked. Wickedness and corruption have increased with sickening rapidity—murders of the most atrocious character; robberies, the most audacious and bold; with every species of crime and villainy of which the human mind can conceive. The progress of Liberalism in Britain, to which allusion has been made, has had for an attendant, though not exactly allied to it, riots of a degradingly brutal character. And despite all the efforts, made to prevent the spread of immorality, depravity and vice have increased till it almost seems as if the very fountains of life throughout the greater part of the world have been corrupted.

Yet there has been great progress made, not only in the spread of liberalism and in science and art; but in great works, which are one of the impressive characteristics of the age. Among these the immense efforts and energies put forth in the construction of the Union Pacific and Central Railroads are the most conspicuous. So much has been said on this topic that we will pass it over lightly. The works of 1868 will bear its record to future generations of the energy and perseverance, the science, skill, art and inventive powers of the people of the age.

While these events have been happening and scenes transpiring through the nations, how has it been with Utah, our home? Here, the peace which has characterized our settlements since first made has continued to reign uninterrupted. The agricultural products of the Territory have suffered materially through the destructive ravages of the grasshoppers; but has anyone suffered want because of it? The providences of the Almighty have been over the people, and they have prospered and been blessed. They have done their share, too, in building the great highway on which the traffic and commerce of the nations seem destined soon to pass. Instead of an increase of the causes which lead to crime, the people have become more temperate, more abstemious in the use of everything hurtful, and more devoted to their God. The increase of police cases in this city is only an evidence of an increased transient population. Efforts have been put forth to become self-sustaining, which, under the blessing of the Lord, we expect to see productive of all the good desired. And, perhaps, never in the history of the church has there been a year in which so great a determination has been manifested among the people to be united, and in concert with their leaders, keep the commandments of God and do His will, as in that now closing. This causes us to have the brightest hopes for the future; and we can say to all Israel, Stand fast and see the fulfillment of the purposes of Jehovah.

EDITORIAL SUMMARY.

SACRAMENTO WOOLEN FACTORY.—The "Capital Woollen Mill" is the corporate name of the first woollen factory established in Sacramento. It has been working for upwards of a month; but was not thrown open to visitors from the newspapers until the 19th inst. The reporters are loud in its praise. The first steps towards the establishment of the enterprise were taken in March, 1868. A building was erected, first-class machinery was imported, and on the 8th of October they began working the first wool. On the 20th November the first blanket was turned out. The engine which drives the machinery is 45 horse power, with easy capacity for 50. A patent Wilcox water-lifter pump, with capacity for raising 36,000 gallons per hour, furnishes water for washing the wool, from a well thirty-six feet deep. The present cost of driving the machinery is \$11.25 per day, a cord and a half of wood, at \$7.50 being required. Steam pipes to warm the building to a proper temperature are a part of the machinery. The mill has capacity to spin and weave up 650,000 pounds of raw wool per year. The majority of the employees are Chinese. They work the looms and manage other parts of the machinery requiring more patience than judgment. When the mill shall

have been all completed and all the contemplated machinery in running order, its entire cost will have been about \$80,000. It has plenty of work to do, and it pays. The white blankets made in the mill are said to be superior to any imported article, and equal to the best quality sent from the San Francisco mills. We are indebted for these particulars to the *Sacramento Union*.

This is a step in the right direction, and, judiciously managed, the enterprise cannot fail to be successful pecuniarily. It will not only give employment to a number of persons, but it will be the means of encouraging wool growers, and lead to the breeding of a fine quality of sheep. We take great pleasure in recording the inauguration of such enterprises in our own Territory and among our neighbors. Without them no true progress in civilization can be made.

NEW INVENTION.—The *San Francisco Call* has been inspecting a quantity of brick recently burned by a new process, for which the inventor has applied for a patent. The *Call* says respecting the process:

"In building his kiln he places stone coal between each layer of bricks, and connects all the flues to chimneys, which ascend from the sides, centre and ends of the kiln. After the kiln is completed, he applies the torch, and in a few hours the entire kiln is aglow with fire. He then closes the door, and goes away upon other business. At the end of ten days he returns, to find that the burning has been completed, and that all he has to do is to tear down the kiln and prepare for another one. The cost of coal for a kiln containing one hundred thousand brick is only about sixty dollars, making the cost but a trifle over fifty cents per thousand. Under the old process the cost for fuel was in the neighborhood of five dollars per thousand, and persons had to be in attendance all the time to keep the fires going, for if they were permitted to go out, the kiln became cool, and a great portion of the bricks were spoiled."

It is estimated that by this process a saving of thirty per cent. can be made in building material.

Since writing the above we clip the following from the *Sacramento Bee*, which evidently does not think much of this so-called new invention:

"This 'method,' for which a patent is asked, is almost as ancient as the time in which the children of Israel were compelled to make bricks without straw. In Europe, for hundreds of years, and in the United States, where coal is cheap and wood dear, the method is very common. One might as well ask a patent for hauling wagons with mules, as to ask it for burning brick with coal."

EXEMPTION FROM SMALL-POX.—The *San Francisco Times* notices that a certain part of that city enjoys a comparative exemption from small-pox. It thinks it more remarkable from the fact that by all the commonly accepted rules, the disease ought to be especially virulent in some of those localities. "Innumerable loads of refuse matter, decayed vegetables and the like, have been dumped along with the sand and other material used for filling in lots. A pool of green slime, also, backed up probably by the weight of the bulk-head, has been standing for months, and emitting odors like anything else than those of 'Araby the blest.' A sewer in the neighborhood is a reeking collection of filth, and the tide is powerless to remove the collected abomination."

"Yet all this region," the *Times* says, "enjoys comparative immunity from the pestilence, which attacks other localities where the utmost care is taken in the observances of sanitary regulations. These freaks of the disease are as strange as at San Juan, where the small-pox has swept away a large portion of the inhabitants, but has passed lightly through towns in the vicinity, some of which have entirely escaped."

The Board of Supervisors has passed an ordinance establishing a vaccine department for the city and county of San Francisco. It is to be under the control of five physicians, who are to establish a depot forthwith, for keeping and distributing healthy virus, and all the vaccinating physicians are to submit to these five physicians the virus they use.

The *San Francisco Call* in a leading article, endeavors to show that the general supposition in regard to the Union Pacific Company having, for some months, graded much more road and laid more track than the Central Pacific Company, is incorrect.

"On the 1st of July," it says, "five and a half months ago—the Central Pacific Company had only one hundred and sixty miles of track laid. Now it has over four hundred and sixty miles of its road completed and in running order. Since the 1st of January last, the Union Pacific Railroad Company has laid only three hundred and fifty-one miles of track; or, in other words, the Atlantic Company took over eleven months to perform the amount of work which was done by the Pacific Company in five and a half."

This is for the past. The position of affairs for the future, it says, is as follows:

"The Central Pacific Company has a clear field before it in the great interior basin lying between the Sierra and Salt Lake. It

has one hundred and fifty miles of grading finished, and one hundred and fifty miles more are under contract, the work on which is being pushed forward by the most enterprising and experienced road-builders. The completion of this contract will bring the road to Weber Canyon, unencumbered with snow on any portion of the line. That portion of the road in the Sierras upon which snow falls has been housed in, so there is no prospect that the progress of the road will in any way be delayed by snow. Thus far this winter the Company has laid track as rapidly as it ever did, and all the men and ample material of all kinds are on hand with which to lay three hundred miles more track by May next. The Union Pacific Company has snow to contend with from its starting point, at Omaha, all the way out to the Wasatch Mountains; and the line over which much of its supplies are brought from Chicago to Omaha—the Chicago and Northwestern road—is also frequently blocked by snow in winter. Already snow has seriously impeded work on the Union Road; just about the time, too, when it is at the eastern base of the Wasatch Mountains, approaching by far the most difficult task it has yet encountered."

The California papers seem to dwell considerably upon the difficulties to be encountered in the Wasatch Mountains. They have thought that it would be impossible for the Union Pacific Company to continue working after the commencement of the winter. If this winter had been as severe as our winters in these mountains usually are, this view would undoubtedly have been correct; but the weather thus far has been remarkably mild. Work has not been suspended on the track, and at the latest accounts the Eastern Company was pushing its work rapidly ahead. It is claimed that upwards of one thousand miles of track have been laid from Omaha. Last April there were only five hundred and twenty miles of this completed. The calculation of the Company last Spring was, we believe, to lay five hundred miles of track by next April. Should the weather continue favorable, there is every probability of this being done with ease.

Correspondence.

TUNNELVILLE, 12 miles
below Mouth of Echo,
Dec. 27th, 1868.

Editor Deseret News:—There remains some 300 feet of blasting on this tunnel;—through a species of grey quartz, spotted with felspar, very hard, on the east face, and through black limestone, impregnated with flinty conglomerate on the west face. At this stage of the work come along the company's swarms of "ould Ireland's" sons, direct from the scene of hostilities at Bear River, with but a slight interregnum, at the head of Echo, who at once supplanted the industrious "shifts" of Bishop Sharp. This (Sunday) morning the Bishop drew off his men to other work, giving the Celts full possession. Not fully aware of such change, this evening as I passed down, everything tunnelward seemed unaccountably metamorphosed. Not one familiar face; a demented stare instead of the friendly eye, a third-third stalk instead of the elastic tread; and broken noses, blackened eyes and the "crayther" predominant. When we crossed the river into Tunnelville, then I understood the cause. It is claimed by the new-comers that they can "put her through" (that is, the tunnel, of course), within six weeks; which, if accomplished, will be doing more in that space of time than has been done during the past summer and fall, and that, too, as claimed, with less "botheration" to the local engineers in giving centres.

On the day before Christmas a portion of the company's host expected to make a straight wake for the Promontory, and gobble up the heavy rock cut at the mouth of the Narrows, there also giving Sharp & Young's men an admirable opportunity for seeking an easier "chunk." The first bridge on the Weber, at the head of the Narrows, has also fallen into the hands of the Company's men, who have already the appliances at work for its speedy construction. The upper end of the cañon below the Narrows, literally swarms with the Company's Goths, together with "much" mules.

Dr. Durant is a staver in railroad building. He is to-night at Miller & Patterson's tunnel. These latter named gentlemen have been succeeded by the Company's men, under Messrs. Lewis Carmichael, Green & Hill, Warner and Whiteman, Hall and Casement, and Reynolds & Dowling. Only 200 feet of the tunnel, at the head of Echo, remains, with some very heavy cutting and filling. There is little doubt that this will be all completed within thirty days, when the temporary track, which Government has refused to accept, will be abandoned, as having in some measure contributed to the speedy construc-

tion of the road; whether commensurate or not with its cost is purely a Company concern.

Our estimable Bishop Sharp evinces no perceptible dullness under these cutting approximations. His new neighbors and he are upon very affable terms. The Bishop intends quietly to hew his log, "ax-in" no questions.

I visited the tunnel to-night. There is a heap of rock to move yet, and if they put daylight, or darkness, through that 500 feet of quartz-flint rock within the coming quarter of mother earth's annual expedition I shall be very much surprised.

Temporary tracks, just now, are in decidedly bad odor. The engineers report that the construction of a temporary track around this tunnel will be equivalent in cost to the tunnel itself; and there is no present probability that the locomotive will penetrate the fastnesses of Weber Canyon till its iron course is laid through the tunnel.

Engineering parties of both the Union and Central companies are now running surveys for branch lines from Ogden to Salt Lake City; and the latest advices say that the U. P. R. R. will not honor San Francisco with its presence; but from somewhere in the Humboldt Wells region strike northwest toward Puget Sound in quest of China and East India trade. Such a diversion, if successful, would be productive of some commercial throes, amidst the other quaking, about the bay of San Francisco. ANON.

ITEMS.

FROM TUESDAY'S DAILY.

FATAL ACCIDENT AT OGDEN.—Bro. J. A. Jost, writing from Ogden City on the 26th instant, sends us the particulars of a sad and fatal accident which happened in that city, on the morning of Wednesday last, to a Mr. Ruy, a merchant of Virginia, Montana. It appears that as the unfortunate gentleman was in the act of seating himself in the coach for this city he accidentally trod on the lock of his shot gun, when the contents were discharged, lodging in his right thigh. Mr. Ruy was removed into the Ogden House when medical assistance was procured, and every attention paid him by Mr. Borum, of the Ogden House, and Mr. Hedge, a friend who had accompanied him from Virginia, but all efforts to alleviate his sufferings were unavailing. Dr. Anderson, of this city, was sent for and arrived there on Thursday noon, and thinking the amputation of the limb the only chance to save life, the operation was performed, but Mr. Ruy gradually sank, and died five hours afterwards. He was buried in the Ogden cemetery on Saturday afternoon.

FROM THE MUDDY.—Brother T. G. Lewis, who left the Muddy on the 14th instant, and arrived in this city a few days since, says that when he left, the settlers were putting in their grain, and that a good breadth of wheat was being put in. Most of the missionaries appointed at the October Conference had arrived; others were on the way. He met some on the Black Ridge, and some at Buckhorn Springs, between Beaver and Fillmore. Many of those who had left that part of the country had returned. The Indians are peaceable in Southern Utah.

MARRIED.—In this City, on the 25th inst., by Bishop P. H. Young, Wm. Hale Green, to Matilda Watkins. *Mill. Star*, please copy.

POLICE.—Wm. Botis was fined \$10 for drunkenness and disturbing the peace.

Wm. Mitchell was fined \$10 for drunkenness and disturbing the peace, and \$10 more for resisting the police and for profane swearing.

James Hogan, late of the Revere House, was fined \$40 and not \$10 as reported in yesterday's issue.

A HAT.—There is a hat in town somewhat remarkable for its perforations. Its brim is literally riddled, and its owner must have stood some narrow chances for filling the grave of a man struck by lead. He is Tom Smith, the leader in the late Bear River riot, and a most desperate character. The hat came to town on Tom's head and stopped at the Revere House.

FROM THE RAILROAD.—Br. H. J. Faust, just in from Weber Canyon, says the work on the railroad is being pushed vigorously forward in that section, and there is no doubt that all the grading will be done by the time the cars reach there. The men are in fine health and spirits.

Our old California friend and acquaintance Dr. Hurd, engineer and contractor on the U. P. R. R., just in from Brigham City, called in this morning. He says the work of grading is being pushed ahead on both lines. The U. P. R. R. Co. experience no difficulty in their grading, through the frost, and were it not for the short days, they would be able to do as much work now as in any season of the year.

MESSAGES WAITING.—There are messages at the Deseret Telegraph Office for W. McDermott and E. Bledsoe, and to several others.

A HEALTHY PLACE.—Croyden, or "Lost Creek," in Morgan county, has been settled six years. It is a thriving little place, numbering over a hundred and twenty inhabitants; and there has been only one death—that of a little boy—in the place since it was settled. Excellent health is the rule.