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A "PIONEER SWEET"

The First Beet Sugar in America Produced in Utah.

SOME VERY INTERESTING HISTORY

The Idea Conceived in France by Elder John Taylor—Heavy Machinery Brought Across the Plains.

The great interest taken by the pioneers of Utah in the approaching celebration is shown by the numerous letters received from them and by the information bearing on subjects of peculiar interest contained therein. Representatives of the sturdy band which blazed the pathway of civilization across the continent are daily visitors to jubilee headquarters and every one has a tale of interest to tell.

Among the callers recently were Philip De LaMare, L. Jean Nuttall and George J. Taylor, a son of the late President John Taylor of this city. The former had charge of the train of prairie schooners which brought from Fort Leavenworth on the Missouri river to Utah the machinery for the plant of the first beet sugar factory which was introduced in the United States, during Utah the Pioneer of that industry on the western continent.

Mr. De La Mare is now in the serene sunset of his years as good as it was in the days when he started on that memorable trip. The idea of establishing a beet sugar factory in Utah was conceived by President John Taylor, then an Apostle, while traveling in France in 1853. In his travels he observed that the people were extensively engaged in the cultivation of a plant which they called beets and from which was extracted what is known as butter-nay commerce as rapeseed oil or salt which in those days was used by the French as an illuminant. Mr. Taylor believed that if the plant could be introduced into Utah it would prove of great value, as at that time the people were compelled to depend upon a meager supply of tallow candles of home manufacture for lighting purposes. While investigating the subject Mr. Taylor learned of the beet sugar industry unsuccessfully conducted in the town of Artas, France, and going there to see it in operation found that while his first idea was a feasible one that more advantage could be derived by Utah from the establishment of a sugar plant. He obtained a draft of the machinery used in the Artas plant, which he took to England and successfully negotiated with a firm of that enterprise Captain Russell, a Scotchman, who had become a convert to the faith, and John W. Coward of Liverpool. Mr. De La Mare while in France had advanced considerable of his money in the enterprise. A company was organized known as the Deseret Manufacturing Company and with funds on hand Mr. Taylor entered into a contract for the construction of the necessary machinery for a complete sugar factory at New Mesne, Fawcett, Preston & Co. of Liverpool from drafts and plans submitted. When completed the machinery was shipped aboard the ship Rockaway, which sailed from Liverpool on the 9th of March, 1852, for New Orleans, Mr. Elias Morris of Salt Lake City being in charge.

Elder John Taylor was at New Orleans on the arrival of the ship and directed that the transfer of the machinery steamboat up the Mississippi river, to St. Louis. It was again transferred by steamboat to Fort Leavenworth, Missouri, and other accessories, filling the wagons and cattle, was loaded on wagons built at Council Bluffs expressly for the journey across the plains to this city. These wagons—sixty-six in number—were brought down the river by Elias Morris, but they proved to be too light to carry the heavy machinery. After proceeding on the journey ten or twelve miles they began to break down, whereupon Mr. De La Mare, the captain in charge, who was a practical blacksmith, returned to Weston, Missouri, and contracted for several large "schooners," with five or six yoke of cattle and a consigned teamster to each. On arrival at St. Louis, Mr. De La Mare who had been appointed to take charge of the shipment from that place rejoined the company he having been previously engaged in purchasing cattle. Elias Morris and wife, L. John Nuttall, William E. Nuttall and wife Wilford Waters, Joseph Nuttall of Provo, Samuel Harding and wife of Provo, and Fred Bollwinkle of Salt Lake City, are the only survivors, so far as known to us, of those who started with the machinery from Liverpool and continued with it until its arrival at Provo, Utah. In the train of fifty-two wagons which started from the Missouri river on July 6, 1852, now living, were Philip De La Mare, captain, and his wife Phillis Ann Morris and wife, William E. Nuttall and wife, L. John Nuttall, Joseph Nuttall, Samuel Harding and wife, Thomas Carlisle and wife, Alpheus and John Evans of North Ogden, Mary Parry Rowlands of Logan and Fred Bollwinkle. After a long and tedious journey, encountering many incidents of cattle, some of the wagons carrying the heaviest loads that ever crossed the plains, the train arrived at Salt Lake City in November, 1852.

It was decided to establish the plant on the Provo stream as the machinery still in charge of Mr. De La Mare, was hauled to its banks, but owing to unforeseen difficulties which presented themselves, it was finally decided to return it to this city. This accomplished, part of the machinery was erected on the northeast corner of the Temple block and on the banks of City creek, and with beets grown on the lowlands in the ninth district, situated at the west of the city, the process of manufacturing beet sugar in the United States was inaugurated for the first time. As follows was erected. But because of any defect in the machinery but simply because of a lack of knowledge concerning the cultivation of the beet. Owens in an alkali soil the juice when pressed from the beets turned black and became sour, and instead of the sugar expected, the product was a large quantity of molasses. This was due to the conditions specified it was impossible to convert that product into sugar.

ONE OF THE COPPER BOILERS (SIX FEET WIDE)

But the Utah failure has since been duplicated a number of times in the United States. Mr. Taylor used every precaution in preparing for the enterprise. Mr. Elias Morris was engaged in Wales by Elder Taylor to accompany the plant and to erect the building therefore. A Mr. John Vernon, an engineer of Liverpool, was also engaged in the construction of the plant and to personally supervise its erection in the Territory. The seed from which the beets were grown was imported from France. An expert sugar master, Mr. Mottenbauer by name was placed in charge and the factory was a reproduction of the Artas factory, which nearly as 1850 produced 2,000,000 pounds of sugar annually. But the chemical secrets were carefully guarded and because of that fact the Utah venture was a losing one. Mr. E. H. Dyer, really the father of the beet industry in California, related to Mr. George F. Taylor, while the Lehi factory was being erected, the numerous failures he had erected before he was enabled to turn out a satisfactory product, and expressed surprise that the original Utah factory did as well as it did under the adverse circumstances of the time. That the venture was not successful it would have been a boon to the pioneers. The main object was to give employment to the people, but it was largely through the failure of the enterprise as well. Notwithstanding non-success was the reward of Mr. Taylor, he believed then better than he knew for it opened the way to the great industry of which all Utah is so proud.

The machinery was finally distributed where it would do the most good. The iron castings were sent to Provo for use