

redwood, pine and hemlock about eleven miles north of the settlement. Near the point where this road entered a canyon the workmen found some hot springs, at an altitude of 2000 feet. These are now known as the Arrowhead Hot Springs, and there is a fine hotel built there, where the public can obtain hot mud and mineral baths, which are not excelled anywhere on the globe.

The Saints occupied San Bernardino for six years, being regularly organized into a branch of the Church, with a Presidency, Bishopric, High Council, etc., and the population increased until it numbered about 1000 souls, besides some who were not members of the Church. When the so-called Buchanan war broke out, nearly all the Saints who were willing to take the counsel of President Brigham Young, vacated San Bernardino and removed to Utah. This was in the latter part of 1858. Since then the members of the true Church have been very scarce in this part of the country. A number of those who lingered behind subsequently joined the Josephites, who have a branch organization here now.

The site of San Bernardino resembles the site of Salt Lake City considerably. The land upon which it stands is an incline plane, sloping gently from the snowcapped Sierra Nevadas on the north to the Santa Ana river on the south. Like Salt Lake valley, the San Bernardino valley has its City creek, which supplies the town with water, and a Mill creek, on which our people built a mill in 1852. The original Mormon survey (sixty-five eight-acre blocks) comprises the business and principal part of the present San Bernardino, and thanks to the good taste and judgment of our brethren there is perhaps not a town in California with such straight, wide streets, and regularly laid out blocks as this city presents—a fact that seems to please the present inhabitants.

Through the courtesy of the county officials I was permitted this morning to ascend the steeple of the magnificent court house, from which I obtained a fine view of the town and surrounding country. Next to the beautiful landscape which presents itself to a person standing on the bench or peaks north of Salt Lake City, I admire San Bernardino and the valley in which it is located. Looking northward and eastward, the mountains, distant about six miles, with canyons somewhat similar to those for which the Wasatch range is so renowned, greet the eye; they separate the San Bernardino valley from the dreary desert on the north; the Cajon pass through which the Mormon pioneers entered this valley, is northeast. Looking to the west there is a open country or valley about thirty miles long; southward the mountain ranges locally known as the Meskal Mountains and the range of the Box Spring Ranch are in plain view. Looking southeast the site of the old San Bernardino ranch houses distant about six miles is seen near the mouth of the San Matea canyon, through which the Southern Pacific railway enters the valley. The modern town of Redland is about two miles northeast of this; immediately north of the old ranch, but on the south side of the Santa Ana river, the old Mormon wheat field is pointed out to the visitor.

In conversation with — Harris, Esq.,

who took me around the city in his vehicle, and A. D. Boren, who has been a resident of San Bernardino since 1854 and was elected probate judge by the Mormons, I learned many things of historical interest. The site of the old Mormon bowery, the former residences of Apostles Amasa M. Lyman and Chas. C. Rich, the site of the old fort, etc., were among the places pointed out to me. The Catholics occupy a portion of what our people called Temple block; the other part is reserved as a public park on which a pavilion that will hold 4000 people has recently been built. Judge Boren, in speaking of the late Charles C. Rich, said he was one of the best and noblest of men—just and fair in all his dealings, and wise and consistent in every action of life. On one occasion, when a great scarcity of water prevailed in San Bernardino and the people sought his counsel as usual, he advised that the water be divided according to the number of souls in each family, and not according to the amount of land owned by the different individuals; remarking that in times of famine it was a question of bread and not of law.

San Bernardino county, with its present boundaries, contains 212,800 square miles; it extends eastward to the Colorado river and the State of Nevada; but most of this immense area is desert; the southwest corner of the county is where the great bulk of the population resides. The fertile portion of the county is encircled on the north and east by the mountains (locally called the San Bernardino mountains) which rise to heights varying from 5,000 to 11,600 feet, two peaks, "Baldy" to the northwest and "Grayback" to the east being snow-capped perpetually. The present population of San Bernardino county is about 26,000. Two mountain passes afford a right of way for two transcontinental lines, San Geronimo Pass on the east for the Southern Pacific railway; Cajon Pass on the north for the Santa Fe system. These two systems meet at San Bernardino, which is the county seat.

San Bernardino is situated two miles north of the Santa Ana river, which empties its water into the Pacific Ocean south of the San Pedro bay. It is 50 miles in an air line or 62 miles by rail east of Los Angeles, 100 miles due north or 142 miles by rail north of San Diego, and 544 miles by Southern Pacific railway from San Francisco. The ocean is only about 50 miles away (i. e. the nearest point southwest); but by rail it is over 75 miles to the seaport town of San Pedro.

ANDREW JENSON.

THE SILK AND FRUIT INDUSTRIES.

It will no doubt be very commendable for the people of the Rocky mountains to raise silk, to can and dry fruit, etc., for their home use; and may be also to supply a home market where exchanges can be made on equitable terms in value of labor expended, and where the ruinous effects of the wicked money contraction can have nothing to do with it. But if our experience is worth anything in competing with pauper prices, these articles cannot be produced and manufactured for the market at much higher wages than from 1 to 3 cents per day's labor. The rural population of these regions are as yet not under the necessity of exchanging the fruits of their

labor on any but legitimate terms, and have no inclination to engage in commercial competition at above prices.

But let us have some true data, presenting the real labor value, when applied to the silk and fruit raising and preparing for market. To give encouragement enough to cause people to engage in the necessary training and outlay of means will undoubtedly require considerable of a "protection," in order to raise it up to a paying commercial enterprise. There is generally what is called spare time in households, which perhaps profitably could be filled out in these and other industries. But our rural population have plenty to do that will afford them a living, without stooping down to labor for pauper wages. Let us have a fair trial of these home industries, and what profits there may be in them for wage earners, more than to engage in them for home use and consumption.

CHRISTIAN A. MADSEN.

GUNNISON, Utah, July 5.

THE RAILWAY MEN'S STRIKE.

FROM THURSDAY DAILY, JULY 5.

The local boycott situation is very much mixed today. Regular passenger train operation between here and Ogden appeared to be out of the question. One train only left this city from the Union Pacific for Ogden today. That was at 9:30 this morning. It was halted at Syracuse where it still stands. The eastern fast mail was not allowed to move a wheel, and the Utah-Nevada train for Tooele county was again taken off this morning. The Milford passenger train got out on time, but according to statements made today that even may be stopped until the strike is settled. There is not a pound of freight entering the city. All imported products are going up in price.

On behalf of Henry W. Lawrence, Brown, Terry & Woodruff, Rudolph Alf, A. Hollander, J. W. Sullivan, Henry T. Ball and Frank Harrigao, citizens of Salt Lake, Judge Powers and Attorney S. P. Armstrong went before Judge Merritt at a late hour on Tuesday afternoon and asked for leave to intervene in the matter of the receivership of the Union Pacific Railway company.

Attorney P. L. Williams was there to represent the receivers of the railroad named.

In a lengthy petition was set forth by the clients of Messrs. Powers and Armstrong that the receivers had refused to permit trains to be operated unless Pullman cars were attached, and because the employes of the road had refused to work under these conditions they were being discharged, and the road tied up. That the road could be operated without Pullman sleepers and thus mail, freight and passengers allowed to be carried over it. Petitioners represented also that the continued suspension of traffic would greatly damage them, and prayed that the court direct the receivers to proceed to operate the road in the carrying of freight, mail and passengers, minus Pullman sleepers, so long as their attempted use interferes with or obstructs the said operation.

After listening to long legal arguments, Judge Merritt said this was the most novel proposition he had ever