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Bishop WILLIAM BUDGE is authorized to act as GENERAL AGENT for the *DESERET NEWS* throughout Cache County.

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April 1, 1868.

BRIGHAM YOUNG.

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THE MASS MEETING.

ON Monday evening a number of prominent citizens held a meeting, with J. M. Carter, Esq., Chairman, and A. W. White, Esq., Secretary, when resolutions were adopted to call a Mass Meeting of the citizens, that expression might be given to the popular feeling relative to the railroad coming past this city. The following gentlemen were appointed a committee to draft resolutions, to be presented to the Mass Meeting: General D. H. Wells, Hon. G. Q. Cannon, J. R. Walker, T. B. H. Stenhouse, Warren Hussey, Henry W. Lawrence and R. H. Robertson, Esqrs.

It having been decided to call the meeting for Wednesday evening, and President Young having offered the New Tabernacle for the purpose, at 5 p. m., the hour appointed, a very large and enthusiastic audience had assembled there. About three thousand men were present, representing every class of our citizens; and the most prominent names in the Territory were among the audience on the Stand.

The meeting was called to order by the Hon. D. H. Wells, Mayor; when Capt. Croxall's brass band played "New America Yet." Warren Hussey, Esq., moved that President Young be elected to preside over the meeting, which was carried unanimously. Hon. F. H. Head was elected Vice-President by a unanimous vote. Chas. E. Pomeroy, Esq., was appointed Secretary, and David W. Evans, Esq., Assistant-Secretary.

The committee appointed to draft resolutions asked for time to draw them up; and on motion, it was unanimously carried that Thos. Marshal and A. W. Street, Esqrs., were added to their number. They then retired, and President B. Young made the following remarks:

PRESIDENT B. YOUNG.

While the committee are preparing resolutions to present to this meeting I will say that as far as I understand it, the object of this meeting is to take into consideration whether we will have a railroad over this continent from the Atlantic to the Pacific oceans. If I were the whole community and were to give my voice, and if I had the capital to employ the men to build it and had it all my own way, I would say we will have the railroad from the Atlantic to the Pacific oceans. They have got this road already started. There is one from the east going west, and one from the west going east, and they say they are going to meet.

If I could direct the route they should take I should have it down through Echo and Weber Canions and from there through the lower part of Salt Lake City, and then pass the south side of the Lake to the Humboldt.

Whether it is the province of this community to dictate in this affair will be better understood when the track is laid. We are willing to do our share of the work provided we get well paid for it. I suppose the committee will give their report and endeavor to shape their resolutions as near as possible with the

wishes of this community. Whether I have hit the mark or not I do not know. I know what my wishes are, and I understand what would be for our benefit in building this railroad. We have undertaken to do a certain section as far as the grading is concerned. Whether we shall have the privilege of hearing the whistle, and the snorting of the iron horse with every train of cars that passes from the west to the east I do not know. Still I would like to hear the whistle, and the puffing of the iron horse every evening and through the night, in the morning and through the day. If the Company which first arrive should deem it to their advantage to leave us out in the cold, we will not be so far off but we can have a branch line for the advantage of this city.

I believe that some have the idea that wherever the line goes there will be large cities built on its track; and that at the junction of the two roads there must be a great deal of money expended for material and labor in erecting large machine shops. Whether they meet in this city, at the mouth of Weber, at the Humboldt Wells, on the desert south of the Lake, or in the mountains north of the Lake has yet to be told. I am certain of one thing and that is that the Eastern Company is determined to meet the Western Company as far west as possible, and that the Western Company is determined to meet the Eastern Company as far east as possible, but whether the junction will be in our city or in the vicinity adjacent I do not know.

I know this, that wherever cities are built, it requires capital to build them. What kind of capital? Gold, silver, lawns, calicoes, broadcloths, fine bonnets and fine hats? Not a bit of it; but the capital and the only capital required to build cities is bone and sinew, and wherever the laboring men set their feet in these mountains and say "We will have a city" there a city will grow. The laboring men are the ones who build the cities. Who owns them when built? Why those to whom God pleases to give them. They fall into the hands of the few perhaps. It is generally the case that when large cities are built, the masses of the people are poor and poverty stricken. The few, the upper ten, the few thousands own the cities and the toiling millions are dependent upon them to a greater or less degree for their sustenance, and for the simple reason that men do not know how to set themselves to work or what to do with the avails of their labor. It is not what men earn that makes them rich, it is knowing what to do with their earnings so as to bring them an increase, like the particles that form these Wasatch Mountains. If you pulverize them you will find they are composed of small particles. If the power of cohesion of these particles is sufficiently great they will hold together and form mountains; but if not they fall into dust and are wasted on the plains. This is the case with the poor. They do not know what to do with their labor. If it brings them means they do not know how to dispose of it.

We have a city here, and we built this city without money. I came here without money; and I have not the least idea that there were five hundred dollars in this community when we came here and commenced to build this city. Until the gold was found in California, and the Battalion boys began to bring it here we had had no money amongst us that I know of. When we left Nauvoo, we left naked and barefoot. We left our property, and with the old, broken-down horses and cows, and broken wagons that we could pick up, we commenced our journey into the wilderness. If there was money in the camp I didn't know of it, with the exception of what I had in my possession. What I had, was given to me by Bishop Hunter. We left Nauvoo before he did, and before leaving, he handed me three or four hundred dollars, and I bought a little corn, flour, and a few necessities for the camp with it. But this was soon exhausted, and when we left the Missouri river, I do not know that there was any money in the camp. When we reached here we commenced making adobies. We had brought a few pit-saws and we drew logs out of the mountains, and with one

man on the top and another below the log, we converted them into lumber. By and by we erected mills to saw our logs into lumber, and then we commenced putting it together for our doors and windows, and to lay our floors, and to make our bedsteads and chairs, and all this without a cent of money. This is the way we commenced to build up our city. When we have plenty of laboring men who are willing to work, we can build cities without money; and my feelings are, with regard to all the inhabitants of the earth, that no man should ever feel himself above doing that which ought to be done. It is advantageous to classify labor. You may place one man in this position and another in that, according to their ability and talents. But when lumber is to be made out of timber, the man who says "my hands cannot handle logs and boards," is not worthy to inhabit the house when it is built. This is my understanding on this subject. Every man should labor, and each one at that for which he is the best capacitated. I am very well aware that a great many in our country are very much inclined to maintain themselves by their wits, by their skill and cunning, in trading and trafficking; but the man who labors is the man who is worthy. Perhaps I have said enough.

F. H. HEAD.

In answer to the call of the assembly, the Hon. F. H. Head arose and spoke as follows:

There are some subjects, as I presume all of us who have ever tried to speak, are aware, upon which it is very difficult to speak. There are certain classes of truths that are known as axioms—truths that are so entirely self-evident that upon them all argument or demonstration is lost. Suppose, for instance, that the most eloquent speaker we have here to-night should undertake to prove to you that a circle is round. I think it would be a very difficult thing to demonstrate, you all know it just as well as he does. Or if with his ingenuity he should go to work to convince you that the ladies of the country are altogether lovely, I think it would be an equally difficult task. That is something everyone understands; or if he does not, he can not be made to understand it. [Applause.] And no matter how ingenious the argument, I think love's labor in that case would be lost. Now it seems to me, gentlemen, that this question about the location of the railroad is very near, if not quite in the same class of truths to which I have just referred. It is something so exceedingly self-evident, that we would all of us like to live on the grand trunk line of the great continental highway rather than on any of its branches, that it is very difficult to argue the question at all. It is something we all know without any argument. It is like an axiom, it can not be proven. For myself I have always felt a high degree of confidence that the road would come through Salt Lake City. Not that I had a better means of knowing this than any of the rest of you; but it always appeared to me that there were good reasons for the faith that is in me. Now we all know that the business of building railroads within the last few years has undergone a remarkable change. We can all of us remember when the question in building a new line of railroad was simply and solely the material statistics. "How much freight and how many passengers will go over that line in case it was built." These statistics were all very good and necessary; but at the same time in the construction of a great work like the Pacific Railroad—the great continental highway, there is necessarily a very different order of talent brought into requisition. It is necessary to have the highest order of statesmanship and profoundest knowledge of political economy to solve such great and wonderful problems as that railroad will solve. It is no child's play to revolutionize the commerce of the whole world, and that is something that railroad is bound to accomplish.

A long way to the westward are those mysterious lands which we have all read about in childhood, always shrouded in mystery and romance. Those lands to which Columbus tried in vain to

find a pathway, those lands of which Marco Polo wrote his tales of wonder, China, Japan, Cathay, Tartary, India, and all those countries that lie afar off in the west. What a crowd of old associations and curious recollections come up in our minds at the mention of their names. Can it be possible that those lands are almost at our very doors? We have the evidence before us that within a very few months this miracle will have been accomplished. The city of San Francisco is the golden gate through which we can all pass into all the mysteries of Oriental life. Leadenhall Street, the old headquarters in London of the east India trade will live again in San Francisco. New East India companies mightier than the old shall there be born. Bulls and bears from all quarters of the world will sport in San Francisco. Bulls in sandal wood and bears in aromatic gums. Bulls in silk, and bears in tea, and lame ducks in the opium trade. Upon the exchange at San Francisco will soon be transacted this business for the world. The merchant princes of New York, Paris, London, Liverpool, Berlin and St. Petersburg will meet on the wharfs of San Francisco and there battle for the commerce of continents. Now to accomplish a work like this requires a high order of statesmanship. The directors and engineers of the Pacific Railroad have a marvellous work before them; not only in scaling the snow capped mountains and in traveling wild and inhospitable deserts but in the opening of a new civilization. And the marvellous energy and rapidity with which they have pushed the work forward up to this time, show that they are equal to the task to which they have set their hands. It is this confidence which I have in these directors—in their energy, intelligence and far-sightedness which makes me feel hopeful and almost certain that the railroad will pass through Salt Lake City (applause).

There is not only the through carrying trade to be sought for between the extreme East and West for the whole world, but there is the development of the interior basin of our country, of Territories whose area is that of continents. These are to be built up and developed; and this is a work of scarcely less importance and magnitude than the carrying trade of the nations. And it seems to me that these directors and the managers of this great national enterprise cannot but see this. They have seen and discussed it, and they will, of course, consider the best means of accomplishing that end. They do not care about building up temporary shingle cities like Cheyenne. They want great commercial towns, wealthy cities and commonwealths all along the line of their road to feed it and furnish it business. It is not the object of those directors to have their road run through a poor, miserable desert country with here and there a few impoverished inhabitants. They wish to pass through a wealthy country. They wish to develop to the utmost the resources of all this interior basin.

The interests of the Pacific Railroad and the interests of the people of Utah are identical. (Applause.) They will get their titling on all our dollars, and they want us to have just as many dollars as possible. (Applause.) For that reason it seems to me that it would be the height of folly for the directors and managers of this great enterprise to pass by what has been accomplished in this Territory for the past twenty years. (Applause.) Here is a commercial centre already made. On every hand we find the evidences established of commerce and trade. Our merchants are known in New York and San Francisco. Here is a labor of twenty years, and a wonderful labor it is, and can it be possible these railroad men among whom are some of the most enterprising in the nation, can it be possible that they will go somewhere else to build up a town and thus throw away the advantages offered by the labors of this people for twenty years? It seems to me that we are doing great injustice to the sagacity and business perceptions, quick intellects and shrewd tact of the men who have this matter in charge, to suppose that they will be guilty of anything of the sort (applause).