

DESERT EVENING NEWS.

GEORGE Q. CANNON,
EDITOR AND PUBLISHER.

Monday, August 10, 1886.

THE RAILROAD—CHANGES IT WILL PRODUCE.

The rapid progress which is being made both east and west in the construction of the railroad gives us the assurance that in the space of a few short months the continent will be spanned by the iron bands, and this city be in railroad communication with the Atlantic and the Pacific. We hear it said that by the 1st of October, and some assert by the 15th of September, the U. P. R. R. will have reached Green River, and before Spring it will have reached this valley. We trust these hopes will be verified, yet we scarcely think they will; for if next winter should commence early, but little, if anything, can be done after the first of November, between Ham's Fork and this valley, in building the line. If the snow should fall as it does usually in the Wasatch Mountains, it will prove an insurmountable obstacle to the construction parties. But if the Line should even be completed to this Valley by July next, it will speak highly for the skill and enterprise of the company, and be a performance of which every man who has any of the responsibility of superintending and building the Line may justly be proud.

Predictions respecting the changes that are to be effected in this Territory by the Pacific Railroad are freely circulated. It is to do for us what mob violence, persecution, expulsion from houses and lands, and in some instances, even death itself, have failed to do in the past. It is the agency destined to break down and totally remove our peculiarities and to bring us to the level of civilization. These are the anticipations indulged in by some respecting it; and so long as it gives them any satisfaction to indulge in such hopes, and they do not hurt us, we are quite willing they should derive all the comfort from them they can. We have our own theory about the effect the Railroad will have upon this Territory and people, and we feel assured that time will bring us satisfactory evidences of its correctness. We may say, however, that if the Railroad affords easy facilities for those who are not Latter-day Saints to emigrate to this Territory, it also presents equally good opportunities for them to take their departure. The same railroad that brings them, can, with equal ease, carry them away again.

But there will doubtless be very great changes effected by the railroad in business affairs in this country. Those who have resided here since 1847, 1848 and 1849, and even later, can look back to those days and contrast them with the present. The change is a very striking one in many respects. It is but natural that it should be so in settling a new country like this. But with the completion of the railroad the changes will be greater and more rapid. The disadvantages which we have had to contend with, in consequence of our great distance from the marts of the world, will be removed, and we will be placed in entirely different circumstances. Goods, etc., can be brought from the sources of supply in as many days as they formerly required months. Many articles which have been difficult to procure, or when procured, have been at exorbitant rates will, by means of the railroad, be easily obtained and at comparatively cheap rates.

With these inevitable changes in prospect it would be decidedly unwise for our people to make no preparations to meet them. The railroad will not be an unmixed benefit to us unless we prepare for it. It will not put an abundance of money in circulation for us unless we lay the foundation of branches of business that will bring it to us. It is a mistake to suppose that the Railroad, in and of itself, is going to make our country great and its people wealthy. While there is a demand for labor upon its construction, and we have that labor to supply, money will flow into us; but when this demand ceases, and we have no products that can be transported at a profit for which money can be had in return, we will be in a worse position than if we had no railroad; for the ease with which the country can then be drained, at speculator's own prices, of breadstuffs and such articles as we now produce will be a detriment to us. Being in pinched circumstances we will be at their mercy; and how tender their mercies are we have had some opportunity of knowing.

We must take the necessary steps to create new industries. Action has already been taken in some directions to do this. This must be persevered in. The entire community is interested in the success of these schemes. Our manufacturers, mechanics and merchants should endeavor to shape their various branches of business so as to be prepared for the coming change. Home manufacture must be extensively and persistently pursued. We have artisans and mechanics, plenty of them, as excellent in their various pursuits as any to be found on the continent. This conceded, what will prevent, when the railroad is completed and transportation becomes rapid and cheap, their competing with the same classes elsewhere in the manufacture of such articles as we need? Home manufacture has languished in

many instances because articles made of home materials were coarser than those which were imported. But by the railroad the raw materials can be imported, when necessary, as cheap or cheaper than the manufactured article is now, and they can be manufactured here.

For instance, many of our citizens have been desirous of having a finer article of furniture than can be manufactured out of timber grown in this country. They have imported tables, chairs, etc., from the States, and many of these articles when brought here have proved very flimsy and unsuitable for our dry and trying climate. So also with carriages, sleighs, wagons, and a variety of articles which are regularly brought here every season. Timber, and every other needed material for the production of household furniture, carriages, wagons, sleighs, agricultural implements, glass, etc., can be imported and manufactured here, and when made up here out of well-seasoned and judiciously selected materials, by workmen who have a local reputation to maintain, they will be far more serviceable than anything that can be imported. Chairs made here out of such materials will not be unsafe to sit upon, carriages and wagons will not need the repairs they do now; the purchaser can be suited by having articles made to his taste, and in every way will the country be benefited by the change.

These are not impracticable theories; they are perfectly feasible. Our citizens should not be backward or indifferent about carrying them out. We have the advantage of position; we are the first settlers, acquainted with the country and its wants and are here on the ground. We should not let these advantages slip through our fingers. If we do, there will be no one to blame but ourselves. Labor is higher here than in the East; but when money shall circulate freely, men will be able to work at cheaper rates than they do now; and, besides, articles manufactured here, if honestly and tastefully done, will always command a higher price than those that may be imported. As for capital to carry out these plans, there is no people better situated than we to obtain it by co-operation—a principle that has been found to work well in carrying on many branches of business.

OUR LOCAL CORRESPONDENCE, No. X.

THE RAILROAD IN THE CAÑONS.

ECHO, Aug. 2.

MOSQUITOS.

The great American humorist, A. Ward, remarked on the words, "I'm sadder when I sing," that the man who uttered them was a fool to sing at all. But night before last I made the acquaintance of a number of happy creatures that sing when they are about to be busiest, and do not seem to comprehend what sadness is. Lively and well occupied when most people are asleep, they come around in the happiest mood, and would almost make one think they were harmless, good-natured, musical creatures, with no interest except to amuse you. I would like to call the place where I slept on Friday night "Mosquito Level," for the musical insects were without number, and their stings were inserted with as much delicacy and ease as the tongue of a voluble pot-house politician can wag. This locality, where mosquito bars should be at a premium, is on Sulphur Creek, some four miles from Bear River Station.

ON THE BACK TRACK.

On the return there was opportunity for paying more attention to the general appearance of the country and to the quantity of work done, than when seeking after details. There is not much work done yet, comparatively speaking, on Messrs. Nounnan's contract, though a considerable amount of labor has been expended in getting a "good ready." Yet there will be little difficulty in putting through the work. The country is rolling and does not strike the eye with that monotony which a level region presents. Towards the western end of the contract the ravines begin to assume that magnitude which is usually associated with cañons.

A BEAUTIFUL COUNTRY.

Leaving the line of the railroad near the tunnels in Miller & Patterson's contract, and striking up unto the rising ground on the north, which forms a portion of the northern boundary of Echo, a beautiful country opens to the view. Far away to the north and northwest it stretches out, undulating and rolling, interspersed with innumerable little valleys. Should it ever become a rainy climate, and the frosts of winter become less severe in the higher lands, this stretch of country would support millions of inhabitants. The horizon is bounded, which ever way the gaze turns, far as the eye can reach in the clear atmosphere of this region, with lofty mountains whose highest summits, snow-covered, glisten in the clear sunlight with the coruscations of diamond peaks.

EXPECTED CHANGE OF LINE.

A little east of Cache Cave I was fortunate enough to find Major Lawrence's surveying party, who were just completing the running of a new line, which, if it had been practicable, would have passed around the mountain lying south-east of Cache Cave, and coming down, not far from the old emigrant road, would have joined the line now running down Echo, at the mouth of the North Fork. But it had been found impracticable; and Major Lawrence designed running a line down the opposite side of the cañon. This will keep pretty close to the stage road, from the mountain which lies west of Yellow Creek station, skirting its western base. He had no doubt but this line would be practicable, with a grade in one place of 110 feet; and he expected it would be adopted, and that the one now being

constructed from the summit of Echo to the mouth of the North Fork would be abandoned, as this new line would strike in to that down the principal cañon about the same place as the one on the opposite side was expected to do, which had been found impracticable. If adopted, the two tunnels in the divide, at the head of North Fork, and the very heavy work on both sides of them, will be dropped, and instead a much more easily constructed line will have been found, with lighter work, and with only one tunnel 250 feet through; but it will be two miles longer, and presents the disadvantage of a higher grade than has to be employed in any other part of the two cañons.

THE GRADE.

Differs considerably in places, but is not anything like as high as was expected. Major Lawrence informed me that the highest grade in Echo Cañon is 40, except on the new line which he was about to run, where from previous work he was satisfied it would be 110, while 116 is the maximum allowed to be used. In nearly all Weber Cañon the grade is also under 40, though towards the mouth, where it debouches into Salt Lake Valley, it will be higher, being, as I am informed, about 90. In places the road is level, and it is much straighter than might be expected, even by those best acquainted with the two cañons down which it runs. The maximum curvature allowed is nine and a half degrees, but they have not been compelled to employ any sharper curve than six degrees.

PROGRESS IN ECHO AND WEBER.

Down Echo the grading must be more than two-thirds completed, and the unfinished part is progressing rapidly. Ties are being got out in the vicinity of Bear river, and other places, and were the other portions of the line east as near completed as this cañon, with ties and rails ready, the cars might be running to the mouth of Echo in a wonderfully short time. There is not much of the line yet finished down Weber; but as many of the men who worked in Echo have gone down Weber Cañon, it will make rapid progress there also. The mode of

SUB-LETTING CONTRACTS.

Adopted by President Young, is very superior to that usually employed for construction, especially with the class of workmen who are grading the line on his contract. In most of instances a party of men would combine together, take their sub-contracts, and work it as partners. They did not tie themselves to hours, nor did they endeavor to kill time by doing as little as possible, especially when the eye of the "boss" was off them; for every man had as deep an interest in the completion of the job as the "boss" had, whose particular business was to direct the work. In this way the amount of labor performed in places at times would seem almost incredible. It was stated, every man doing his "level best" to complete the work in the shortest possible time. Of course, too, such a thing as a strike was not to be thought of under such circumstances; indeed I have not heard of a strike on President Young's contract since the commencement of the work.

ABSENCE OF PROFANITY.

Disorder, or quarrels, in the camps was highly gratifying. In but one camp of less than a hundred men, out of between two and three thousand working in the two cañons, did I hear profanity; and it is not likely to be tolerated there long. To-day I have attended two very interesting meetings, one in Bishop Sheets' camp attended by his own hands and those of John W. Young, and the other at Kimball & Co's camp opposite Hanging Rock.

THE MAGNITUDE OF THE WORK.

On the Pacific Railroad cannot be well comprehended by reading about it. When a gang of men are seen at work in one place, and then a little further on another gang, and still further on another, with another beyond that, each gang engaged in doing that which would ordinarily be looked upon as a work of some magnitude; and then consider that for hundreds of miles similar gangs of men are similarly employed constructing, while ties are being got out by the hundred thousand at points along the route; and that track layers are busily employed stretching their even rails at the rate of miles per day, with tens swelling to hundreds, and hundreds swelling to thousands of men; while from ocean to ocean across a great continent the mighty vibrations are felt from this vast pulsation; then some just conception might be formed of the magnitude of the work.

ACKNOWLEDGMENTS.

All along the line, as far as my travels were extended, the utmost courtesy was manifested towards the representative of the News, and the popularity of the paper seemed much greater than even I had expected, being spoken of everywhere in the highest terms. E. L. S.

For the Desert Evening News.

By Telegraph.

GENERAL.

MEMBERS UNSEATED.

New Orleans.—Two more Democratic members of the House have been unseated and their places given to colored members. Yesterday the Democratic members offered a protest to the action of the House, which was directed to be returned to them.

In the Senate, Jewell offered a resolution that a committee of three be appointed to wait upon Gov. Warmouth to ascertain the time and place of the hundred and fifty murders which he says have been committed within the past six weeks. Jewell made an intensely bitter speech.

BUTLER FOR CONGRESS.

Ben Butler announces himself as a candidate for election to Congress; he will have strong opposition for the Republican nomination, his principle opponent being Adjt. Gen. Schenck.

CONGRESSIONAL NOMINATION.

San Francisco, 8.—The Union first district convention, to-day, nominated Frank M. Pixley for Congress.

INDUSTRIAL EXHIBITION.

The 6th industrial exhibition, at the Merchants' Institute, was opened to-day with appropriate ceremonies.

STORES RECOVERED.

All the guns, shot and shell from the wrecked steamer *Swanee* have been received at Port Townsend.

NOT GUILTY.

St. Paul, 8.—The trial of Vansolar for the murder of Dr. Harrison has resulted in a verdict of not guilty.

St. Louis.—There seems to be an organized band of robbers in the western part of the State, as the stage between Butler and Harrisonville was stopped by three armed men, last Tuesday, and the passengers robbed of several hundred dollars; several other similar outrages have occurred in that vicinity.

CASE OF PARALYSIS.

New York.—Mrs. Commodore Vanderbilt has been struck with paralysis.

FUNERAL OF GEN. HALPINE.

The funeral of Gen. Halpine, to-day was largely attended by military and civil societies, Government, State and civil officers, etc.

ADAMS WANTS REST.

Boston.—In response to an invitation and address from some of the Republican clubs, Charles Francis Adams declines to enter into an active political canvass, preferring rest and retirement; he declares, however, that his principles have undergone no change.

MASON'S STRIKE CONTINUED.

The President of the Bricklayers' Union has refused to sanction the compromise with the master masons, the strike, therefore, continues, though most of the journeymen are at work on their terms.

DEATH OF A MILLIONAIRE.

A private cable despatch announces the death of Edwin A. Stevens, millionaire of Hoboken, who died at Paris yesterday. He was Commodore of the New York Yacht Club, and one of the principal owners of the Camden and Amboy Railroad, also of nearly all Hoboken, and of the principal works in public improvement there. The flags at Hoboken ferry and the public and private buildings there were all at half mast.

ROSCRANS ARRIVED.

Washington.—Gen. Roscrans arrived to-day; he had a long interview with the President, and subsequently received instructions from Secretary Seward relative to American claims and the new treaty with Mexico. The General will leave soon for Mexico.

FOREIGN.

AUSTRIA WON'T INTERFERE.

Vienna, 6.—Baron Von Beust, in a speech at the Schutzenfest, to-day, declared that Austria would not interfere in German affairs, and that the Emperor utterly ignores any policy of vengeance.

MORE REVOLUTION, ETC., IN MEXICO.

The *Herald's* Mexico special of the 31st says the Hon. Horatio Demoriez has pronounced against the government in the State of Vera Cruz, and had seized some of the villages along the railroad. He was levying a heavy tariff on his own account on freight that had come into his hands.

Hostilities were going on in the State of Puebla, but in Queretaro the insurgents had been compelled to submit. Ortega and Patono had been released by Juarez.

The blockade at Mazatlan had been raised. The Vomito is severe at Vera Cruz.

HAYTIAN.

Telegraphic advices from St. Domingo and Hayti state that Baez had been defeated at Labyo by the Cabera revolutionists.

Salnave still held his own in Port au Prince, and is said to be gaining ground in the interior.

LUSHINGTON DEAD.

London.—The Right Hon. Steven Lushington, of the Court of Arches, is dead.

HORSES WANTED.

Paris.—Gen. Fleury has issued a circular calling for the purchase of additional supplies of horses for the army.

SUCCESSOR PROCLAIMED.

Constantinople.—The Sublime Porte has formally proclaimed the eldest son of the Viceroy of Egypt the rightful and legitimate successor to the Vice-Regal Throne in the event of the death of Ismael Pasha.

CRETANS WANT VICTORIA'S HELP.

London.—A dispatch from Constantinople says the Levant *Post* contains a statement that the Cretans have applied for help to Queen Victoria.

FRENCH TRADING POST CAPTURED BY REBELS.

London.—Late telegrams from Shanghai bring the following: A French trading station near the frontier line of Cochin China was attacked on the 16th of June by a band of Anam rebels; the post contained twenty-five men all told, who made a valiant resistance, but after a desperate fight were overpowered, and captured and massacred. A strong French force was subsequently sent against the band on the 21st of June, and after a sharp fight the French succeeded in recapturing the position and dispersing the rebels.

MANIFESTOES.

European mail advices to the 28th have been received. Paris gossip states that in September the Emperor will publish two manifestoes. One will be a letter to the minister of foreign affairs, vindicating the foreign policy of the Empire, and the other a proclamation to the French people, appealing to them for a continuance of their confidence in the dynasty of Napoleon.

CHOLERA.

The cholera prevails alarmingly on the Barbary coast. In one place 556, out of a population of 8,000, died. There is great havoc in several other towns.

REPORT CONTRADICTED.

There is no truth in the report that Gen. Prim had left London.

NEW TO-DAY.

Stoves and stove furniture.—C. F. Jones, S. L. City. Bargains, and Auction sales daily.—Joel & Co., S. L. City.

Special Notices.

REMOVED.—The City Liquor Store is removed to the opposite side of the street, in Greenback's Buildings, where the choicest Territorial and imported liquors and wines can be had.

WANTED, a few cords of Mountain Mahogany Wood at this office.

WANTED.—One hundred and fifty cords of red pine wood at the Paper Mill.

THEATRE.

Leases & Managers.—E. R. Glavin & J. T. Calan.

BRILLIANT ENGAGEMENT!

Of the distinguished Tragic Actress,
MISS ANNETTE

INCE,

FIRST NIGHT

Of the Great Historical Tragedy of
MARY STUART!

From the French of M. PIERRE LEBRUN, as originally performed by the celebrated French Tragedienne,
M^{lle} RACHEL.

Re-written, altered, arranged and adapted to the American Stage by H. J. CONWAY, Esq., expressly for

MISS INCE!

MISS INCE as MARY STUART!

TUESDAY, Aug. 11, '68.

The performance will consist of the Great Historical Tragedy, in 5 Acts, entitled,

MARY STUART!

MARY STUART, Queen of Scotland.
Miss ANNETTE INCE
Queen Elizabeth..... Miss Nellie Colebrook
Earl of Leicester..... Mr. D. McKennie
Lord Burleigh..... Mr. J. S. Lindsay
Melville..... Mr. J. M. Hardie
Amias Paulet..... Mr. J. E. Hyde
George Mortimer..... Mr. J. O. Graham
Seymour..... Mr. E. D. Crowther
Sheriff, Executioner, Pages, Guards,
Attendants..... Mrs. M. Bowring
Ladies of Queen Elizabeth's Court, etc.

Thursday Evening, Aug. 13, 1868.

BENEFIT of MISS ANNETTE INCE.

DOORS OPEN at 7½ o'clock. Performance Commences punctually at 8.

CHARLES F. JONES.

Manufacturer and Dealer in
Stoves and Stove Furniture.

Also every description of
Tin, Sheet Iron and Copperware.
Merchants' own material made up to advantage.
Second West Street, between Court House and Old Fort, Salt Lake City. d221 1m

PROPOSALS FOR FORAGE

AT

FORT BRIDGER, U.T.

Assistant Quartermaster's Office,
Fort Bridger, U.T., Aug. 3, 1868.

SEALED PROPOSALS, in duplicate, will be received at this Office until 12 o'clock M., Aug. 15th, 1868, for the delivery at this Post of

300,000 pounds of Barley.

150,000 pounds of Oats.

IN SACKS.

Delivery to commence immediately after the Contract is awarded, and the full amount to be delivered on or before the 31st day of Dec., 1868, subject to inspection by the undersigned or his authorized agents.

Each bid to be accompanied by the guaranty of two or more responsible parties, not bidders, that the contract will be faithfully executed if awarded.

By order of,
Brvt. Col. H. A. MORROW, Cmd'g Post.
J. H. BELCHER, Brvt. Maj., Acting Quartermaster.
d219:1d

A FEW OF SINGER'S

FAMILY SEWING MACHINES,

JUST RECEIVED. Also,

Sewing Machine OIL,

IN SMALL BOTTLES, by

BASSETT & ROBERTS,

SOLE AGENTS FOR UTAH.

A Fine Lot of Women's and Children's Shoes and Men's

and Boy's Boots and Bro-

gans, just Opened at

BASSETT & ROBERTS.

d219:2w

UNION INSURANCE COMPANY,

Of San Francisco, California.

CASH CAPITAL fully paid in Gold Coins.....\$750,000

STOCKHOLDERS PERSONALLY LIABLE.

Insure against Loss by Fire on terms as favorable as any other First Class Company.

Loans promptly and equitably adjusted and paid.

WALKER BROS.,
Salt Lake City,
General Agents for Utah Territory.

BARGAINS!

BARGAINS!! BARGAINS!!!

\$90,000!

WE are now opening at the OLD

NEW YORK STORE,

NINETY THOUSAND DOLLARS WORTH OF

Dry Goods,

CLOTHING, &c.,

Comprising,

DRESS PATTERNS,

CLOTHS and CASSIMERES,

SHEETINGS,

LINENS & MUSLINS,

DENIMS, &c.,

TAILORS TRIMMINGS,

CLOTHING,

&c., &c.,

Which we are selling at Private and Public Sale Lower than any other House in the Territory as the entire Stock must be closed out in the NEXT THIRTY DAYS.

Auction Sales Every Day at 11 o'clock.

S. W. JOEL & CO.,
Auctioneers.

d221 1m

HARDWARE!

WE are in receipt of a HEAVY ASSORTMENT of

NAILS, Cut and Wrought,

GLASS all Sizes,

PLOWS,

FORKS,

SHOVELS,

Hay Knives,

SAWS, Mill and Circular,