

Supreme Court wherein this provision was sought to be evaded by the interposition of a broker between the seller and the buyer. There will doubtless be other methods invented to get round the law and legalize this, in some sense, the most objectionable species of gambling. The principal triumph in the decision, however, is not that the particular method of evasion was ruled out, but that it reveals plainly a disposition, indeed a determination, to make the law effective.

## REGIONS OF CHIHUAHUA.

### *Editor Deseret News:*

From the solicitude felt by the Latter-day Saints, of Mexico, in whatever concerns their co-laborers in Utah, one may infer that a brief sketch of the surroundings and prospects of the people here will not be without interest to many of your readers. Though working, here as there, for the same end, they are surrounded by circumstances as different almost as night from day. Hardly a thing here reminds one of his Utah home except the faces of the friends of former days.

Instead of the prevailing mountainous region indented with valleys, we have here long stretches of level grassy plain over which one sees scattered here and there, a portion of a mountain chain, or a string of straggling hills. The soil is unusually deep and rich with occasionally stretches of sand; the hills are mostly lava rock and limestone formation, very appropriately named by the Mexicans, "malpais," (bad country), bearing little vegetation except where indented vales are covered with grass.

Though water is much needed at present, the Casas Grandes river, on whose banks the Latter-day Saints have, in the main, started their settlements, will, in a few years, be controlled so as to furnish water for the irrigation of a vast area of country. Yet, there are now at Casas Grandes and Diaz never-failing springs in which the people are already obtaining shares enough for a moderate water supply during the dry season. The settlements of Juarez, at Palomas and on the Boca Grande, may be well supplied with water the year round.

But one of the most marked points of difference between Utah and Mexico is in climate. Instead of the regulation four seasons, we have only two, which may be appropriately called "wet" and "dry." When, however, we sit in the comfortable evening shade, with the clear blue above, without a fleck of snow in sight, and read of the blizzards and driving snow with which our friends in the north are persecuted, we are measurably resigned to the loss or the poetical seasons. The wet weather commences about the middle of July and lasts till the middle of October. During this time each morning is usually clear, while the afternoon brings on a drenching rainstorm. Occasionally, however, the sky is overcast for days at a time and the rain pours down in torrents. In the rainy season the grass on the plains and wherever it can get a stand on the

hills, springs up in all its glory, spreading a mantle of verdure the whole country over. One or other of the five kinds of grass indigenous here is green the year through, so that one does not need to keep cattle up at any time of the year. From the middle of October there are infrequent rainstorms till January, when, if there is any snow at all, a slight fall relieves the monotony of warm weather and reminds the Usonian of a March bluster. It is an exceptional season that any snow falls, but we had a three days' winter last January. From February till the middle of July the old resident expects very little rain, and the hottest weather of the year. One would think that with so little cold weather there must follow intense summer heat. But such is not the case, for when the sun pours down its severest rays, the atmosphere is yet cool; and the nights following are so much so as to require warm, thick clothing for comfort.

The Latter-day Saints have a considerable foothold in the northern part of the State of Chihuahua, (pronounced cheewahwah) and their position is becoming stronger every day. Instead of planting in the regular line north as at first, they have now taken to putting in their first crops in the early winter when the Mexicans allow the water to go to waste; then by the 1st of June, harvest is on, and the soil is prepared for another crop, commencing with the rainy season which is hardly over before the second crop can be harvested.

But the great signal of prosperity to the Latter-day Saints, in Mexico, at present, is the fact that Hon. John W. Young has in hand the building of a railroad through the heart of their country, connecting them with the vast coal fields and the Pacific coast, on the west, and with the Mexican Central Railway system on the east.

It may be well to give just here some idea of the relative positions of the settlements of the "Mormons" in this country, and to sketch the route of Mr. Young's projected railway. From Deming, New Mexico, the initial point of the road, to the line between the United States and Mexico, is thirty-five miles, and four and a half miles south of the line is Las Palomas, the first station in Mexico. This settlement is in the Mexican "free zone," and has the location and facilities for an important commercial and manufacturing town, the custom house having been ordered to this point from La Ascension, as soon as the railroad commences. It is twelve miles directly south of Palomas to the Casas Grandes river, where the track takes a bend, following up that stream through the Boca Grande tract of land, forty miles in length, belonging to Hon. John W. Young, to Diaz, the most important settlement of the Latter-day Saints in Mexico. On the Boca Grande tract, Mr. Young intends to establish three or four settlements. From Palomas to Diaz is a distance of sixty-five miles, almost directly south. Leaving Diaz, the railroad will continue south past La Ascension, five miles distant, to Janos, twenty miles further on, and thence through Corralitos to Casas Grandes. Corralitos is the centre of a mineral region of such extent and richness as almost to stag-

ger belief; but owing to the lack of facilities for transportation, a greater part of the new mining properties, as well as the old Mexican mines heretofore, still hold their output of low grade ores on the dump. And here, scattered over the face of the country for miles, may be found millions of tons in a place, silver ore running from 15 to 58 and 86 ounces per ton. This one valley in the transportation it will furnish the road in low grade pay ore alone, to say nothing of the ore to be taken from the mines at Sabinal, Corralitos, Bavispe and Casas Grandes, would pay for its construction.

From Diaz to Colonia Dublan, near Casas Grandes, where there is another prosperous settlement of Saints, is sixty miles. Instead of passing the "Mormon" settlements of Juarez, about twelve miles southwest of Casas Grandes, and Pacheco, thirty-five miles further into the Sierra Madre mountains, the railroad continues on, almost directly south.

From Dublan the road leaves the valley of the Casas Grandes, climbing a slight swell to the east, and enters that of the Rio de Santa Maria. The entire way from here to Guerrero (Concepcion), a distance of 175 miles, is lined with forests of pine, oak, sycamore, ash and walnut. Galeana is the first settlement after Casas Grandes. Twenty miles further up the Santa Maria is the next station at El Valle. Here, too, as at Corralitos, the road will tap inexhaustible mineral resources.

At El Valle the open valley ceases and the way proceeds up the river through a narrow ravine along which the river pours, through heavy forests of timber, past Los Cruces, Namiquipa to San Antonio, where the valley widens again and the vast possibilities for water-power in close proximity to the timber, measurably ceases.

From San Antonio the road takes to the open valley on the west, passing Santa Ana and Santa Tomas on the way to Guerrero, a distance of 300 miles from Deming, where a spur of the road, one hundred and fifty miles in length, will connect that point with the Mexican Central Railway at Chihuahua, the capital of the State.

The main line, however, will continue on south to a pass through the Sierra Madre mountains at Bacoyna. On the western slope of the Sierra Madres, the road enters a large anthracite coal field, equal in extent and in quality of its product to anything known.

From Bacoyna the course taken is southwest, passing Areonapachi, La Junta, Agua Caliente, El Fuerte, and thence, continuing down the river of that name to the large Kansas colony at Topolobampo on the Pacific coast, traversing, from the initial point at Deming, 1250 miles of as rich agricultural and mineral country as the earth affords. The road will then parallel the Pacific coast from Topolobampo to Guaymas, in the State of Sonora, making 350 miles more, or 1500 miles in all.

Since the year 1885, a contract with the Mexican government to build this railway, has been in the hands of a number of capitalists here, but the work has been attended with indifferent success. One of the companies built some two years since fifty-two miles of grade, bought ties enough to