



GEORGE Q. CANNON.....EDITOR

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SAN FRANCISCO & SALT LAKE CITY.—THE U. P. R. R. AND THE U. P. R. R.

IN a recent number of the *San Francisco Commercial Herald and Market Review* there is an article on "The Near Future of San Francisco," which treats upon several points of considerable interest to the people of this City and Territory. The writer commences by saying that "at the wonderful rate of speed with which the Central and Union Pacific Railroad companies are progressing," San Francisco will be "in rail communication with New York long before the time predicted—the 4th of July, 1869." He says "it is affirmed that the Union Company will reach Salt Lake by the 1st of December next, and the Central Company hopes to arrive at that place quite as soon as its active rival." Estimating the distance from Omaha to Salt Lake at about twelve hundred miles, and from San Francisco to Salt Lake at about seven hundred and fifty, he claims for the San Francisco side a difference of a day in point of traveling time; and thinks that the West need not have any fear of being able to secure the trade of Utah, even though that trade should be first secured by the Union Pacific and the Eastern market. Omaha, it is contended, "could never supply the people of Salt Lake with such articles as teas, silks, sugars, coffee, wines, brandies, flour, glass-ware, and a hundred other articles of prime necessity," being itself fourteen hundred and fifty miles from the eastern terminus. Consequently, "should the Union Company reach Salt Lake a month, or any period of time, ahead of the Central Company, the trade of this region must flow westward; for people are not so prodigal as to prefer paying freight over more than two thousand six hundred miles, for articles which can be furnished them from a distance of seven hundred and seventy miles, and in proportionately less time and less expense." The rest of the article treats on the facilitated communication between Europe and Asia, and the impetus that will be given to travel and commerce between those two continents, by way of America, with the railroad completed between the Atlantic and Pacific.

This article in the *Herald and Review* with other allusions which we have noticed in the California papers to the same subject, indicates an awakening interest among the merchants and business men of San Francisco, concerning the trade of Utah. So far Eastern firms have manifested a much stronger desire to secure the trade of this region than Western firms have done. And a variety of circumstances have conduced to bring this Territory closer to the East than to the West, though they are actually wider apart. Not the least of these is the manner in which the progress of the Union Pacific line has been kept before the public. As it was pushed forward towns sprung up along its track, which, however short-lived, in most instances gave existence and support to one or more newspapers, whose life was the heralding forth the greatness of the place, the rapid progress of the mighty work, and the unparalleled prosperity it would bring to all the Rocky Mountain region. Every mile almost of grading and track-laying was talked of; the next terminus was speculated upon; gold discoveries, many of them without foundation, were announced; wild and restless spirits kept up with the track in great numbers, and business men were found ready to keep pace with them and supply their wants; while their daily doings were chronicled in unnumbered newspaper paragraphs, and were sped over the continent on the wings of the press. These and other things tended to keep the progress of the Eastern end of the line constantly before the people of the Rocky Mountains; and the approaching line invited travel and extended commerce.

But no such adventitious aids brought and kept the progress of the Central before the people. Work was conducted quietly, however energetically, through the Sierras, and while it had made wonderful progress but little was heard of it, till the line reached a more level country and approached its eastern terminus with much greater rapidity. Without intimating that California, through her merchants, and the Central Company, might have adopted a policy better adapted to bring Utah and California closer together, the facts are as we have stated them.

At the present time, however, every exertion is being made by both companies; and there is quite a struggle between them as to which will get the grading done to a terminal point farthest in this Territory. Already the Union Company have finished track-laying a distance this side of Black Buttes, the present terminus, and unprejudiced and intelligent gentlemen, who have crossed the line this week, say the terminus will be at Green River by the 1st of October. And every effort is being made to push forward the work in Weber Cañon, that should the Winter be open and the weather favorable for track-laying, there may be no delay. Should the weather permit track-laying during the Winter, the Union Company will, without doubt, have their line laid into this valley before it is over. The Central Company have decided upon the route by the northern end of the Lake. They do not think of anything else. If they succeed in reaching the mouth of Weber Cañon before the Union Company, their intention is to run a branch line to this City. But those most familiar with the progress of the line do not think for a moment that they will meet the Eastern line nearer than within a hundred miles of the mouth of Weber at the least; while some believe the Union will overlap the Central two hundred miles westward from that point.

A party of surveyors are out at the present time, for the Eastern Company, on the route by the south end of the Lake, examining it. All the men with whom we have conversed, who are familiar with that country, lean to the opinion that it is more feasible for a line of railroad than that by the north end of the Lake. Even if it should be a little more expensive, it is the route by which the line should run; for, as President Young recently said in substance, had it not been for our settlements here there would have been no line of telegraph, no stage line, nor would the trans-continental railroad now be carrying passengers and freight from ocean to ocean, with only a gap of a few hundred miles, which will soon be closed up. Every one familiar with the country can endorse that sentiment as being essentially true; and some respect should be paid to the express wish of the people who have done so much to make the undertaking practicable.

We are still inclined to the opinion that the Eastern Company will see that it is to their interest to build their line south of the Lake to Humboldt Wells. Should they do so, there will be a very pretty race between that Company on the south and the Central Company on the north of the Lake. A hundred miles have been let out on the Northern route, from Monument Point westward, to Messrs. Benson, Farr & West, and it is expected that by the time it is finished the grading parties from the west will meet it. The larger portion of this hundred miles is sub-let, and the work is to be completed by the 1st of December. Every week brings us nearer to San Francisco and New York.

WORK AND GOOD WAGES FOR ALL.

The season of harvest is nearly past and a great many men throughout the Territory will have leisure on hand who have been busily engaged through the Summer. It is advisable now that all who can should proceed to work on the railroad in Weber Cañon, that the grading there may be completed at the earliest possible time. President Young will have the grading westward from the mouth of Weber for about one hundred and fifty miles. Now that the weather is fine and cold has not yet set in, is the time to push through the work in the cañons; and we hope to see a large increase of men on it immediately.

The work that has been already done on President Young's contract has called forth the encomiums of all who have seen it. We are gaining a national reputation by our labor on the railroad, and are disabusing the minds of hundreds of thousands who have been falsely impressed concerning us. In our grading camps there have been no drunkenness, blasphemous language, nor any of those disgraceful sights and sounds which have abounded in the grading camps farther east. We should take a pride in sustaining this reputation. And we should do all the work on this second contract as it is being done on the first. Besides, it is to our interest to do this. It is bringing a ready circulating medium into the Territory in the money paid for the work. And if our brethren do the grading they will not be compelled to sell their grain at a sacrifice as in the past. It would almost be cheaper, too, for us to build the road for nothing and make a present of it to the company, than to have our Territory cursed and our settlements polluted with the scum that infest the line east. We would have to pay for police, for watching and guarding ourselves, our families and our property, and in a corrupted element thrown among us, almost if not altogether as much as the construction of the railroad for the distance named. It is these grading camps that give birth to the towns along the track, which are the nests of everything vile and abominable. Track-layers moving along at the rate of two and three miles a day, do not stop long enough in one place to make a town; but the graders do. As a people, we have no wish to have any such towns spring up anywhere in this valley. Let the brethren, therefore, step forward now, push through the work in Weber with increased vigor, and then proceed with the grading westward.

There is work for all who wish employment, with good wages in cash. Many of those who believed there would not be as good wages made at grading as they thought there should be, have been agreeably disappointed. We hope this work will continue to be pushed along with the spirit and energy which characterize our people; and with an increased and united effort.

ITEMS.

FROM TUESDAY'S DAILY.

NOTICE.—There is a letter at this office for Mrs. Clarissa J. Bullen from her sister in Washington, which she can have by applying for it. If any person knows of her whereabouts they will oblige by informing her.

WORK IN THE CAÑON.—Brother Isaac Groo left camp near Peterson's bridge, Weber Cañon, last evening, and arrived in this city at 6 o'clock this morning. He reports everything prosperous in the cañon. Mr. Seymour had set the last stake in their contract, and with the union prevailing amongst the men, the work would soon be completed.

DIED THIS MORNING of dysentery, Hermon Chapin, son of President D. H. and Martha Wells, aged about one year and seven months. We sympathize with the parents in their bereavement and sorrow.

The funeral will take place at 11 o'clock tomorrow.

GREATEST CIRCULATION.—The papers of Sacramento—the *Bee*, *Record* and *Reporter* have been having a bit of a squabble as to which has the largest circulation, the two latter wishing to make it appear that they were ahead of the *Bee*. In its issue of the 2nd instant the *Bee* inserts a card to the publishers of the *Record*—the *Reporter* having given up the point—offering to wager \$25 in gold that its circulation in Sacramento city is 100 copies more than the *Record*, \$25 that it is 200 more, \$25 that it is 300 more, \$25 that it is 400 more, a like amount that it is 500 more and again the same sum that it is 600 more.

If we were given to betting, we would not go quite so far as the *Bee*, but we would not mind wagering a trifle that the circulation of the *News* is several hundred ahead of any other paper published in the Territory of Utah, saying nothing of "popularity," notwithstanding all the representations that have been made to the contrary.

SMALL POX has created considerable of a panic in the city of San Francisco for the last few months, somewhat more than one hundred and twenty having died there of this fearful disease since June. Every precautionary measure has been adopted, and vaccination has been strongly advocated. The following remarks from the preface to a work on "vaccination, re-vaccination and how to prevent small pox," by Dr. S. F. Elliot, late health officer, are worth a perusal:

"We hear a good deal said about raising a panic. When a fire breaks out a panic is immediately raised, which is the surest mode of stopping it. A cholera panic would do mischief, because fright may cause diarrhoea, which is akin to cholera. But fright will not produce a boil, or measles, or a sore of any kind, or small pox; and it is a very great mistake to suppose that the way to check an epidemic is to keep it a secret. When it is on a very large scale, of course it is impossible to do so, and when it is on a smaller scale it is quite as unwise to attempt it, as it would be if it were known that twenty houses in different parts of the town had taken fire inside, to attempt to hush it up and keep it a secret, with the view of preventing a conflagration! How shall the people avoid the poison unless they know where it is? Let them know where it is, and let them know the full extent of the danger. Do not be afraid of producing small pox by fright, in the most timid individual—there is no such case on record. Let the people know all about how many cases there are, and where they are, and how many die, and what a dread disease it is. And what will be the effect of all this? Why, simply to induce them to avoid the infected places, and to have themselves and children vaccinated and re-vaccinated, till they are sure the vaccination will not take again; and to keep themselves clean, and to keep their habitations clean and well ventilated."

PROGRESSING.—The *Daily Bee*, Sacramento,

says "the police of San Francisco made 1,005 arrests during the month of August." We give it up, and acknowledge that San Francisco is far ahead of us in civilization.

SHOOTING AFFRAY.—At Cable City, Ma., a horrible shooting scrape occurred a few days ago, between two men named Edward Newman and George Nixon, which will, or probably has by this time, terminated fatally in both cases. Between these men there was an old grudge, and meeting each other on the street, each drew his revolver and fired at the other, both falling, Newman being wounded in the lower part of the abdomen and Dixon in the groin.

NEWS FROM FARMINGTON.—By letter from Elder Edward Stevenson, we are informed that on Friday evening last Farmington was visited by a wind storm—which in years past have occasionally done so much damage in that locality—but that on this occasion the injury done amounted only to the blowing over of a few stacks, the dislocation of several limbs of trees, and the general prostration of sugar cane. Much of the small grain in that district of country is already thrashed, and as a general thing turns out light. A company of men expect to start during the present week to work on the western portion of the railroad.

The advice given by the *News* last Spring—to sow peas—has been followed by several of the people of Farmington, and they have raised good crops of this very useful and healthy edible. At the time Elder Stevenson wrote news had just been received that the "hoppers" had laid their eggs over the greater portion of Bear Lake Valley.

BLACK HAWK HEARD FROM.—The following telegram from Bp. Johnson, of Springfield, to President Young, has been courteously handed to us:

President B. Young:

Black Hawk and wife arrived at my house last evening; he wishes me to ask you if he is at liberty to travel as usual, and all be right. (Signed)

A. JOHNSON, BP.

MORE TEAMS WANTED.—S. B. Reed, Superintendent of construction of the Union Pacific Railroad Company, telegraphs President Brigham Young that he wants five hundred or more teams to commence, in ten days, to haul and distribute ties and lumber.

CONTRACTS LET.—We understand that the contracts for supplying Camp Douglas with barley, oats and coal have been let to Showel & Bro. and to N. Boukoffsky and James Kiskadden, Esqrs. Showel & Bro. will supply 250,000 pounds of barley at \$6.99 per hundred pounds; Mr. Boukoffsky, 250,000 pounds of oats at \$7.10 per hundred, and Mr. Kiskadden 10,000 bushels of coal at 85 cents per bushel.

FROM WEDNESDAY'S DAILY.

DID IT COOLLY.—There are Indian troubles in Montana, the Sioux, the Crows and the whites having a sort of triangular fight, any one in meeting either of the other two, having an enemy on hand, without stopping to ask questions. Quite recently Red Cloud, the Sioux chief, did as cool and bloodless a deed as we have seen recorded of red men for some time. Fort C. F. Smith having been abandoned by the military, Red Cloud plundered and burnt it, destroying what the fire would not. A train of thirty wagons, belonging to Messrs McKenzie and Reshaw, was on the Big Horn, when Red Cloud and three hundred braves crossed over, and the chief being acquainted with one in the train told them he would not take their scalps, but he proposed to make a grand inspection of the train and help himself to anything which he fancied. To this no objection was made and he helped himself freely; but his band demanded one scalp, at least, before they left, which he refused to let them take. He left telling those with the train that they might expect to have a fight between the Big Horn and Yellow Stone, with a party of Sioux who would meet them there.

Fighting had occurred between the Crows and Sioux the same night, and between the whites and Sioux subsequently, several Indians being killed and one white man wounded.

DIED.—In the 10th Ward, Sept. 8th, 1868, Martha Newland, wife of James Ashman, of consumption, aged 37 years, 8 months and 12 days. Friends are invited to attend the funeral, at the 10th Ward School House, on Thursday afternoon at 4 o'clock.—*Mill. Star* please copy.

INFORMATION WANTED.—Bro. B. F. Johnson, of Spring Lake Villa, Utah County, writes inquiring concerning a young man, named Geo. Thomas Dayer, about eighteen years old, from Neath, in Wales, who sailed on the *Minnesota*, this season, with the immigration, since which time his friends have heard nothing of him. If he is living they wish to hear from him immediately; if he is dead they are anxious that some one who knows the facts concerning his decease, would communicate with them, through Bro. Johnson.

NOT SO BAD.—Crops at Mount Pleasant, Sanpete, are much better than they were expected to be some time ago. The locusts were liberally disposed, and left enough to bread the inhabitants till another harvest, with some to spare. So writes Br. Cliff.

FALLEN.—Under this heading we find the following in an exchange: "Julesburg, one of the Pacific R. R. cities, which had five thousand inhabitants six months ago, now consists of twenty people, three shanties, three tents, and numerous piles of old whisky bottles."

TAKING PRECAUTIONS.—They have a case of small pox in Portland, Oregon, and they have fenced the house around where the sufferer is lying, so that pedestrians cannot walk near it. There is a blacksmith's shop next door, and the workmen have quit for fear of being infected.

A POTATOE CURIOSITY.—The Washington (D. C.) *Star* has the following:

"A curiosity, in the sweet potatoe line, is now in possession of Capt. William Laski, of the Prince George Restaurant, on Seventh street, opposite the Centre Market. It weighs about five pounds, and is the perfect shape of a man, with the exception of developed features, though the crown-piece to the body is about the size of well-proportioned head, compared with the body. The legs and arms are distinctly connected, and if dressed in a suit of linen, the