

Correspondence.

SPRINGTOWN, JUNE 30, 1867.

EDITOR DESERET NEWS:

Through the blessing of God, we enjoy, in Sanpete, pretty general good health. We are not much troubled by Indians just at present. We are about as well organized for protection and defence as we well can be, in my judgement, yet it requires constant labor to keep the organization in working order; and if there is a day's lull or slackness on our part, the Indians seem to know it. The more diligent and faithful we are, the more danger there is of settlements in other valleys, who may not be so much on their guard, being visited by the redskins.

Our crops, though late, look very well. We are not troubled with insects of any kind. It is very dry, warm weather, yet we have plenty of water from the mountains.

We are getting out considerable tanbark with a view of making our own leather, also some timber, but we go to the cañon in pretty strong force. We have a saw mill just on the eve of running. We have work sufficient for double the number of inhabitants.

You will recollect that early last spring a man and his wife with the daughter of a neighbor, while going from Richfield to Glenwood, were killed by Indians when near the latter place. Sometime after this sad occurrence, the mother of the young girl that was killed had a dream, or night vision, in which the girl appeared to her mother accompanied by the woman. The girl said to her mother: Do not mourn or feel bad for me, for I would not come back to the earth if I could. The mother of the girl then asked the woman where her husband was, that was killed at the same time. She answered: We have not seen him since our spirits left their bodies. The husband was cut off from the Church for misconduct a short time before. They said to the mother that Louis Lund was going to be sent on a mission soon, and he would take care of them. A few days after this dream Louis Lund, of Fountain Green, was shot by the Indians. This dream was not told me by the person who had it, but I have given it as I heard it from her neighbors, and presume it is substantially correct.

I mourn very much that any person of experience and standing in this Church should fall out by the way, or advocate principles subversive of the great doctrines of redemption and salvation, and take refuge under the flimsy shadows of falsehood and selfwill. "A burnt child dreads the fire." It is now almost twenty years since the Church was led into these valleys by the man chosen of God, and here we have lived and here we have prospered under the dictation of the man chosen of God for this very purpose, and who among us that has not murmured in his heart, is ensnared by doubts, or entangled by the wild vagaries of ambitious aspirants? The timbers of the old ship Zion are still sound and good, and, though destined to sail on troubled waters, our skilful pilot will guide her safely towards the desired port. My last thirty-five or thirty-six years experience in this Church proves to me that the faithful, prayerful and diligent man or woman can hardly be induced to forsake Zion's ship. I have not been without my trials, yet I have no disposition to esteem lightly the gifts of Heaven; but with all my heart I feel to bless the present leaders of Zion. Long may they live to gather laurels from the fields of integrity and truth, and, by the grace of God, I will keep as nigh them as I can.

Our mail comes regularly twice a week; "Wash" makes good time, Indians or no Indians. He is worthy of a pension from the Department. Leonard I. Smith is doing first-rate; he sends in good time and fails not. Our papers are a treat to us.

I believe our telegraph poles are all up and ready for the wire, so "no more at present."

God bless you. Amén.

ORSON HYDE.

P.S.—I omitted to say that Gen. Pace is very active and persevering in the settlements, and better military instructions could hardly be given than are given by him.

O. H.

CEDAR CITY, Iron County,
June 27.

EDITOR DESERET NEWS:

DEAR BROTHER:

The spring has been very backward indeed, notwithstanding which the prospect for fruit in this city was never so promising before, until the 8th inst., when a cold, blighting, north wind ruined the prospect, nearly destroying all the fruit. Crops are promising, but grasshoppers are pretty numerous and doing some little damage, still the faith of the Saints here is good.

Our citizens are busily engaged at present in building a good road to the top of the mountain southeast of our city, which, when finished, will give access to an almost inexhaustible quantity of poles and timber, besides opening up some very beautiful herd grounds and dairying ranches, which will add materially to the comfort and convenience of the people here.

We are intending to take in some more excellent farming land, as the waters of Coal Creek are on the increase and have been gradually increasing for several years past. There will be a good chance for a large increase in our numbers, a consummation much to be desired, as our numbers are at present too few to effectually carry out the plans of our worthy Bishop for beautifying our city and making the condition of his flock as prosperous and happy as possible. There is room and ample facilities for at least double the number now settled here; plenty of good land, plenty of first-class material to fence it with, plenty of the very best material in the Territory for building purposes, and any quantity of excellent firewood close at hand, and it can be got at winter or summer.

Stock are doing well; none have been stolen as yet, that we are aware of, and we are about entering into measures to guard our ranges against Indians—white or red.

We had a visit, on Sunday last, from Bishop W. H. Dame, accompanied by the Brass Band and Choir and many brethren from Parowan, in return for a similar visit paid by Bishop Lund and the Cedar City Choir, with many brethren from this place to Parowan, on the 1st inst., to celebrate President Young's birthday. We had most excellent meetings, both at Parowan and this place, at which useful and wise instructions were given; and the feelings of the Saints for the welfare of Zion and the welfare of each other were greatly increased, all realizing that it was good to meet together and interchange kindly sentiments and ideas.

We have a good Sunday school and two day schools in full operation. Bishop Lund is striving to raise the necessary funds to establish a Telegraph Office here, as he feels that one is very much needed. Two grist mills are in contemplation, and there are two carding machines in good running order and doing excellent business in the factory of Walker & Son. There is an excellent opening for capitalists to invest in machinery on Coal Creek, especially in woollen machinery.

The health of our citizens is universally good, and prospects ahead are very cheering.

With sentiments of respect I remain,
Your Brother in the Gospel,

JOHN M. MACFARLANE.

[For the DESERET NEWS.]

HOW TO GET RICH.

What is wealth? Money, houses, lands, merchandize, stocks? No; oh, no! True, these are what the world calls wealth, and it will do homage to those who possess them. But a man may be surrounded by all these, and have them at his command, and yet be poorer than the beggar who subsists upon his charity. These he may use for a short time in this life, but when he dies he can take none of them with him. If these are his only riches he is poor indeed. In this world they are a passport to favor and distinction; but they do not pass current in the one to which we are all hastening. His position there is not decided by the number of votes he could control here. Love is the true wealth—knowledge the true power.

Do you want to become rich? Seek, by a just, merciful, kind and God-like course, to secure the love and confidence of your fellows. When you have their hearts you can command them and all that they have, not only through this short life but for ever. Let them be

convinced that you really love them, and wish to promote their interests and happiness, and they will withhold nothing from you, not even life itself. This may be too tedious a road for the greedy, selfish soul. Try the apparently shorter one if you like. Oppress, cheat, take every advantage that your position enables you to; aggrandize yourself at the expense of justice, mercy and truth; trample upon the feelings of the orphan, the widow and the unfortunate; grasp all that you can, until you are surrounded by all the luxuries that the wealth of this world can command,—but you must make up your mind to lose the respect and affection of every human being, and when you leave this existence you must enter the next without a friend to receive or encourage you. Now what have you gained? The man whose wealth consists in the affections of the noble and good among his fellows, can carry his capital with him, while yours must be left behind. His will be continually increasing, while yours must decrease. He will grow richer while you will grow poorer. He will be loved, honored and respected, and thousands will flock to his standard to place themselves and all that they have under his care and direction, while you will be forsaken and despised, and "none so poor to do you reverence." Now, take your choice. There are the two roads,—one appears a little longer, and requires the exercise of more self-denial and wisdom to walk in it, but it leads to "glory, honor, immortality and eternal lives;" the other is shorter and, may-be, easier to travel in at present, but it leads to poverty and "everlasting shame and contempt."

SIRIUS.

Miscellaneous.

A MOUNTAIN RAILROAD.

A correspondent of the New York *Evening Post*, under date of Bombay, India, Feb., 1866, gives the following interesting account of a remarkable achievement in engineering in the construction of a railroad in India:

When the idea of constructing a railroad was first mooted in England, it was scouted as the very height of folly and at surdity, and many well meaning people compassionately believed George Stephenson to be mad. But the world has moved since then. John Bull has even built a railroad over one of the mountain ranges of India, and although it is one of the greatest engineering feats of the present century, the achievement seems to be comparatively unknown.

A few words concerning this remarkable undertaking may not be out of place. When the British government determined to construct the network of railways throughout India, considerable discussion took place as to the best means of connecting Bombay with Calcutta and Madras, for, as there was no break in the Western Ghats, the idea of constructing a railway across them seemed utterly impossible. However, surveys were made, and at length it was determined to build the railway as it now exists; that is, run from Bombay to Callian, a distance of thirty miles inland, and there it forks into two branches, one going to the northeast to Agra, where it joins the East Indian railway leading from Agra to Calcutta, and the other going in a southeasterly direction towards Poona and Madras. The first of these crosses the Thell Ghaut—a mountain rising 1,912 feet above the level of the sea—and the latter crosses another mountain called the Bhoire Ghaut, which rises to a height of 2,037 feet above the sea. The difficulties which the engineers encountered in the construction of this work were something stupendous; but as most of the ground over which the line passes is now cleared of jungle and levelled, and the all but inaccessible mountain-scarps along which the track has been laid have been well nigh obliterated, the obstacles are now in many places scarcely apparent.

The Bhoire Ghaut incline, which is the larger of the two mountain ways, is 15 miles 68 chains long. The level of its base is 196 feet above high water mark at Bombay, and of its summit, 2,027 feet; so that the total elevation of the incline is 1,831 feet. Its average gradient is 1 in 48; its least 1 in 330, and its steepest 1 in 37. Throughout its length are 26 tunnels, ranging from 49 yards to 437 yards long, and forming a total length of 3,958 yards, or 2 1/2 miles.

There are 8 viaducts, most of which consist of arches of 50 feet span, varying in length from 52 yards to 168 yards, and from 45 feet to 139 feet high; so that the total length amounts to fully half a mile.

The total quantity of cuttings amounts to 1,623,102 cubic yards, and the embankments to 1,849,934 cubic yards, the greatest depth of cutting being 80 feet, and the maximum height of the largest embankment being 74 feet. Besides this there are eighteen bridges of various spans, from 7 to 30 feet, and fifty-eight culverts of from 2 to 6 feet span. The cost of the incline was £598,222 sterling, or £41,188 a mile; or, in other words, about \$3,000,000. The works were commenced in 1855, and were finished in about five years afterwards.

It is obvious that to make a train laden with freight or full of human beings ascend a gradient of upwards of eighteen hundred feet must require extraordinary locomotive power. Accordingly, when an ordinary passenger train approaches a station at the foot of the Ghauts it is divided into two sections, and generally two exceedingly powerful engines are attached to pull, and a third to push each section up the ascent. Powerful brake vans are also attached, so that in case of accidents the train may be stopped and prevented from receding down the slope. In descending the Ghauts, similar precautions are taken to prevent the trains from going too fast, and fewer locomotives and more breaks are despatched with each train. Even then it requires the utmost caution to prevent a train getting too much headway, lest it run off the rails and be dashed to pieces over some of the yawning chasms with which the mountains abound.

A Terrible Accident.—A terrible accident of this kind occurred in 1865. A heavy goods train started from the top of the incline early one morning. It went on all right until it got to a steep portion of the line, where the guards and breakmen should have applied the brakes. They neglected to do so; the train acquired accelerated speed with every foot of space it traversed; the driver shut off steam and reversed his engine; the brakemen applied the brakes with all their might, and some of the men at the risk of their lives actually jumped off and tried to put lumps of wood between the spokes of the wheels. But all efforts were unavailing. The momentum increased. The train rushed down the descent with terrific velocity. It dashed passed the reversing station with a whirl and, a rush, and plunged over the precipice beyond. Its motion was so swift that, enveloped in the dense cloud of dust which it raised, it was not seen by the inmates of the solitary station past which it swept; and but for the remarkable noise which it made the accident would have remained unknown. Search was made, and the train and its freight were found smashed to pieces at the bottom of the precipice, and the poor men who had charge of it crushed to death beneath its ruins.

A SAGACIOUS PONY.—Sir Emerson Tennant gives in *Land and Water* an account of a pony, the property of a milkman, which brings milk to Sir Emerson's door daily. By means of bread, sugar and chestnuts it has been tamed, and it now moves from door to door of its own accord, preceding the milkman, so that whilst he is settling with the servants at one house, the servants of the next house, warned by the sound of the stoppage of the cart, may be in readiness to take in the milk when the man arrives. At certain doors, where the pony is in the habit of being regaled with bread, apples, &c., it contrives, without upsetting the cart, to raise the knocker with its nose and knock twice.

A CURIOUS RUMOR.—The Paris correspondent of the London *Daily News* writes: "An extraordinary piece of news is now current, and has been mentioned to me in so many quarters, that the rumor itself constitutes a fact which a correspondent must report. The story, however, is so grossly improbable that I shall not only abstain from naming the personage to whom it refers, but shall give no materials for even guessing at it. What is said is that a high military officer is at this moment in the fort of Vincennes, under arrest, accused of treasonable practices, and in particular, of having betrayed to Prussia the French plan of a campaign in case of a war."