

the wife of Wm. F. Critchlow, of Ogden.) Lewis B. Myers, and his Indian wife, George W. Therkllel and wife, Robert Crow and family, Heber C. Shelton, a member of the Mormon Battalion, and family; Reuben Herring and wife and a Mexican boy, Artemus Sprague, Daniri Burch and family (including William, James, Robert M. Belinda and Emma), Mrs. Ruth Stewart and family, (among whom was James, Rufus, Cynthia, William A. Izaiah, Eliza J., Nancy L. and Virgel); William Stewart and family (including Caroline, Randolph, Joshua, Delpha, China and John); Irwin Stewart, Dr. McIntire of the Mormon battalion, fame; also Mr. Briggs and Mr. Burrows, two mountaineers with Indian wives and families. Later in 1848, another branch of Captain James Brown's family located with the others, among the members of which were Nancy, Daniel, James M., William and Benjamin Franklin.

None except the Brown family located in the old Goodyear fort, the rest built log cabins at different points along the Weber, and on both sides of the Ogden river.

In the spring and summer of 1849 most of the early settlers on the Weber left for the gold mines of California; but the settlement was strengthened by many of the fall emigration of 1849, who located on the Weber, and during the winter of 1849 and 1850, new arrivals were of common occurrence. In March 1850, the Saints were organized into a branch of the Church; soon after that a city was surveyed and in January, 1851 a Stake of Zion, consisting then of two Bishop's wards, was organized by President Brigham Young.

The heavy rains in the spring of 1850, caused the Weber river to overflow its banks, and the Goodyear fort and the surrounding farming lands were submerged, upon which Captain Brown concluded to vacate the old Goodyear stockade and locate on higher grounds. Consequently a site for a new fort was selected about a quarter of a mile south-east of the old fort, on a tract of land which lies immediately south of what is now 30th street of Ogden city, and east of the Union Pacific Railway track. According to the best recollection of the old residents, this fort which is known in the history of Ogden as Brown's Fort inclosed about ten acres of land. The log houses of which the fort consisted were built on the four sides of the square; but it was not entirely enclosed, there being quite a few small and some large openings between the houses. Into this fort and the so-called Farr fort situated on the north side of the Ogden river, nearly all the people who had settled on the Weber removed in 1850 because of Indian troubles; but in the spring and summer of 1851, most of them moved out upon their city lots and farms again, the aborigines having become reconciled to their white neighbors. There is no trace of Brown's fort today, the east log cabin which formed a part of it having been removed years ago. The site is included in what is now known as the South Ogden survey, and forms a part of one of the numerous additions which during the recent boom were put on the market. About half a dozen small modern houses stand upon the historic spot.

Farr's Fort, which flourished at the same time as Brown's fort, was built in

the fall of 1850, and contained quite a population during the winter of 1850-51. It stood on a level tract of land on the north side of Ogden river, about three quarters of a mile in an air line north-east of the reform school, but opposite the river from it. It is about a mile east of main street or Washington avenue. The distance between Farr's fort and Brown's fort was about three miles, the former being situated in a northeasterly direction from the other, or to make it plainer, when Farr's fort stood about one mile east of what is now the main thoroughfare of Ogden City (Washington Avenue.) Brown's fort was nearly three quarters of a mile west of that street. Farr's Fort stood on the right bank or north side of the Ogden river, and distant from it about a quarter of a mile, while Brown's Fort stood about 120 rods east, or on the right bank of the Weber river, and about two miles above the junction of the two streams.

Bingham's Fort, which in the minds of some people becomes confused with Farr's Fort, was an after consideration. It came into existence during or immediately after the Walker war in 1853, but built mostly in 1854 and 1855. It stood about three miles north of the present center of Ogden, or half a mile west of the so-called "Five-points." The ground upon which this was built was owned by Erastus Bingham, one of the first Bishops of Weber County; hence the name Bingham's Fort. The fort ground extended east and west 110 rods; north and south it was 64 rods wide. It was designed to build the walls twelve feet high and six feet thick at the bottom; but they were never completed. In the fall of 1855, President Brigham Young, Heber C. Kimball and other prominent leaders of the Church who visited the place, counseled the people to break up and move to Ogden City, as the site of Bingham's fort was not considered a suitable place to build a large city. The greater portion of the people responded to the advice and settled mostly on what is known as the bench of Ogden city, or that portion now embraced in the fourth and fifth Bishop's wards. This move gave a fresh impetus to Ogden, which at that time was being surrounded by a Spanish wall similar to the one built around Salt Lake City in 1854. There are no remnants left of either Farr's Fort or Bingham's Fort. Both sites are today carefully cultivated by the husband men. The ground upon which Farr's Fort stood is now embraced in the Mound Fort Ward, that of Bingham's Fort in the Lynne Ward.

ANDREW JENSON.

### MORE SUGAR DISCUSSION.

PAYSON, Feb. 12, 1895.

I am very much pleased to notice the interest taken by your correspondents in regard to raising beets and the manufacture of sugar therefrom. Too much importance cannot be attached to this industry, for obvious reasons. There is an old saying, that those that would be free, themselves must strike the blow. This will apply in peaceful pursuits, as well as in anything else. I gave my ideas in another article how the sugar factory at Lehi could be made a success financially; also how others could be built and operated on the same principle. It seems it will not pay to raise beets and ship them on the railways very far,

as the freight from Payson, Lake Shore, and Spanish Fork (as I understand it) is 70 cents per ton. This is quite an item for the farmers or the factory company to pay.

I understand the railroad companies say they can't haul them for less than this. This makes the beets from the places named cost at the factory \$4.50 per ton; \$3.80 for the farmer, and 70 cents freight for the company; besides the cost of unloading the beets in the bins at the factory, the railroad company just simply moving them from one place to the other, while the farmers who live anywhere near and haul their beets to the factory unload them in the bins and receive \$4 per ton for them.

I have been asked, since writing you the article dated January 21st, if I did not think it best to give the sugar factory a bounty till they got on their feet. While I do not believe in bounties except in cases of great necessity, yet I think there are such cases, and that the sugar industry is one of them. Yet when we read history we realize that great evils as well as benefits have resulted from the way this system has been practiced hitherto, by making multi-millionaires of the beneficiaries of these bounties and tariffs, thereby placing power in their hands to enslave the people that made them rich. This, I think, can be obviated to a great extent by placing proper safeguards around the system. Now I for one am willing to help pay a bounty to any enterprise like the Lehi sugar factory to help them get on their feet. What do we understand by this? I do not know the status of this company. Let me illustrate. We will say that this plant has cost \$500,000, and the stockholders have a paid up capital of \$200,000. This would leave \$300,000 in money that has been borrowed, on which interest must be paid. They (the stockholders) ought to be able to realize a reasonable percent on the investment, as also on the borrowed capital; but when this is accomplished how is this \$300,000 principal to be paid? A bounty surely could not be relied on to do this. In this case if the ideas in my former article were carried out the people would help pay this amount and take stock for the same, and they would thereby be more interested in the factory than they otherwise possibly can be.

Now I will give my ideas of what I mean by safeguards on the bounty system. For the income tax law there is a provision to compel all those that are liable to this tax to make a correct statement of their business annually. If they fail to do this I believe the tax is raised 100 per cent. Now if a provision of this kind could be inserted in the law giving bounties to the Lehi factory, or any other factory (using judgment and reason) that might be built, till they get on their feet, these evils spoken of could not occur, for as soon as they did get on their feet they could be run without the bounty, and it could be transferred to other home industries in the same manner. Some people may say that the people have no right to want to know anything about any one's (or company's) private business. While this may be true where bounties or tariffs are not asked for to sustain any private enterprise, in my opinion it