

Correspondence.

ECHO, March 30, 1869.

Ed. Deseret News.—Having returned from a tour over the U. P. R. line to the summit of the divide, separating the waters flowing into Weber from those flowing into Bear River, I sit down to place upon paper a few items that may prove of public interest.

As to the construction of that portion of the line between Wasatch and Bryan, whatever else may be said of it, none can deny that it is an exceeding crude and rickety laid concern, bearing no comparison with that along the Platte, or even through the Black Hills, where the heaviest grades on the entire line from Omaha to the Pacific occur. In Echo at some points, the grade has settled, requiring immediate repairs to render the road safe for trains. On the whole, however, the work through Echo canyon gives no indications of present defection. Whatever may be the fate of the existing grade from high waters in coming seasons, (and doleful predictions have been freely indulged by some professing intimate acquaintance with Echo and its freshet freaks) there seems no serious cause for distrusting its stability, in the main, for this year. In Weber canyon there are many defective points, already causing considerable annoyance and delay; but these points will doubtless all be repaired in due time, and cause no serious hindrance to travel on the line.

The company are now engaged in perfecting preliminary lines for the construction of the permanent bridges to replace present temporary trestle work. Assistant engineer J. F. Smith is in charge of this work in Echo canyon, and is pushing the construction with his accustomed accuracy and energy. Messrs. Whitman & Warner, contractors for these permanent structures, have their men busily employed, notwithstanding the unfavorable state of the weather, in making the excavations for abutment foundations. A heavy train of roughly hewed sand rock went up Echo this evening. The rock is obtained from a fine quarry some two or three miles below the mouth of the Narrows. The mason work will be of the first order.

Several very handsome tanks and dwellings are already erected in Echo. The dwellings are commodious, one and a half story frames of pine lumber laid on perpendicularly and battened outside—these entire structures having been transported from Omaha, every part fitted, planed, tongued and grooved and requiring but an incredible short time to transform into one of the most comfortable domiciles imaginable.

A very large force of men under Messrs. Carmichael & Co., Miller & Patterson, and Warner & Whitman are yet on the tunnel and its ponderous approaches, at the head of Echo. Within half a mile of Wasatch there remains to be taken out a cut of some 70 feet, solid rock, for a considerable length, this being the first of the rocky approaches immediately preceded eastward by a heavy fill. Besides the work yet to be done on the tunnel and approaches, Messrs. Warner and Whitman have on their hands the very tedious fill at the head of Echo Station, from the completion of which Bishop P. H. Young & Co. were drawn off last fall, to complete the temporary track. This fill has an average of 25 feet for nearly half a mile—all to be made of borrowed earth, and carted on the grade, as completed, from the farthest, or eastern end. They have a force of some eighty men on this work, in charge of Ezra Gregg, Esq., a well known, experienced Californian, with Isaac Sisson, Esq., a regularly graduated grader, as foreman. The latter gentleman has his wife with him, and they are veritably at home in camp. The down grade here is not less than twenty inches per hundred feet. The work at these points, constituting the permanent line, will not be finished until some time towards the close of April or May, possibly.

A glimpse at the new headquarters of M. D. Gosseline, Esq., agent of construction supplies at Echo, may convey some idea of the unique style of the company's architecture. Here we have a frame building of some 80 x 30 feet, every foot of lumber, timber and other material in which was brought by car from Omaha. Upon an admirable balloon frame is nailed, perpendicularly, the outside covering, planed and handsomely battened. The inside lining is of clear, white pine, planed, tongued and grooved, both walls and ceiling presenting a very odd appearance, but really constituting a marvelously clean and comfortable edifice, and one capable of being substantially ornamented in the highest style of art. Within these dimensions are included the well appointed and thoroughly furnished office of Mr. G., and his clerks, with his bed-room in a commodious corner. Next on the south, separated by a similar partition, is the dining room, adjoining which is the kitchen—all of liberal proportions. The south end of the building is occupied as a mess-house and lodging-room for the company's construction employees, embracing some fifty-five men. Everything about the premises has an air of order, neatness and business utility, probably unexcelled in railroad or any other enterprise.

In Mr. Gosseline's office are employed the following gentlemen: Mr. L. M. Montgomery, chief book-keeper; Mr. A. S. Chandler, assistant; Mr. G. W. Lewis, in charge of the warehouse; Messrs. Samuel

Gilbert and H. C. Wallace, assistants. The warehouse is a fine structure of 150 feet length by 48 feet width; where tools and supplies are issued to contractors, incredible as it may appear, to the enormous amount of \$350,000 per month.

A through train arrived from the east this evening. The passengers were conveyed to Deseret, a station two miles below the mouth of Weber Canyon, where Wells, Fargo & Co's stages will connect with the trains.

ANON.

NEPHI, March 22, 1869.

Ed. Deseret News.—Dear Bro.—The heavy rains which have fallen during the last two weeks have delayed the spring planting, but they have been good for the fall grain, of which a large amount was sown last fall. From the appearance of the mountains there is every prospect of there being an abundance of water the coming season, and the people are preparing to put in crops on an abundant scale. We have been blessed with a mild and pleasant winter and our fruit trees appear promising, many are intending to plant out fruit trees, grape vines and mulberry cuttings, on quite a large scale, silk culture, co-operation, wine making, &c., seem to be looming up and the spirit of improvement is abroad among the Saints.

The Juab Co-operative and Commercial Association is flourishing, and the establishment is doing a good cash business. It has purchased the extensive stock of the Nephi Branch of the Eagle Emporium. The Institution is offering goods at reasonable rates. The following gentlemen are the officers of the Association: President, Jacob G. Bigler; Directors, John Vickers, David Udall, Mathew McCune, and John Hague; Treasurer, Timothy B. Foot; Secretary, Samuel Pitchforth.

The Ladies Relief Society, under the management of Sister A. Goldsborough, is doing much good.

Our Sunday schools are in a prosperous condition, the south district school, on the 7th inst., had an interesting exhibition which was a decided success, and reflected much credit on the teachers of the school. A number of prizes were given to the children.

We have four day schools, which are well attended. The two principal ones are taught by bro. A. Love and W. Rellay.

I am sorry to have to report that there is a great deal of sickness among our children. The scarlet fever, of a very malignant type, has been raging for some time in this place. Bro. Udall, Love, Webb, and Tranter, have lost children of great promise, and many children are still afflicted with this disease.

Peace and union prevail throughout the country and our officers of the law have to farm for a living, there being no cases on the docket. Industry and sobriety characterizes the people, who are prospering under the direction of President Bigler.

The DESERET NEWS is ever welcome, but when the Weekly does not arrive until Saturday we are much disappointed.

Respectfully,
SAMUEL PITCHFORTH.

OGDEN CITY, March 19, '69.

Editor Deseret News.—DEAR SIR.—Many reports have appeared in your valuable paper about the peregrinations of noted members of the community in their travels to and from different localities in the Territory, not a few of which emanate from the vicinity of the Railroad. Hearing so much about Ogden and the vicinity round about since the advent of the U. P. R. R., yesterday, in company with H. P. Kimball and another gentleman, left Salt Lake City to view the iron monster and attend to business. I never yet heard of any one but what had business to attend to—business is everybody's weakness, and with some the weakest characteristic. Our (guess it was borrowed) buggy had accommodations for two only, consequently we were under the necessity of taking a saddle horse, which animal I straddled with the understanding we should "ride and tie." The principle of "ride and tie," I understood to be, that I should ride the horse until I felt tired and then change with one of the two in the buggy. I jogged along on the pony, which by the way was a trotting animal, the trots being on the stiff-legged order, which brought my chin in contact with the horn of the saddle about every other "trot." Mr. Editor, did you ever ride a trotting horse? If you hav'nt, and was a "Mormon" in Missouri, probably you have been rode on a rail, which, if you have, will give you a very correct idea of how I felt when I got to Farmington—the buggy about four miles ahead. As it was a "ride and tie," and I could see no prospect of overtaking the buggy, I "tied" the pony to a fence for a few minutes to get breath and struck out again for Kaysville, the mud about fifteen and a half inches deep, but a man informed me there was a defunct toll road through Kaysville, which encouraged me, and made the pony stick one ear straight ahead, while the other flopped gracefully towards his tail. I found the ex-toll road without any directions, that is I found the top of the road but no human being could find the bottom—it was like that well arranged hereafter for the wicked—bottomless.

The story now changes from the seriocomic to the absolutely serious. About half way through the lane I came to a span of

horses, wagon and freighting outfit entire. No one but myself was near, the horses were asleep, but no visible indications of the driver. Struck with the singular manner and arrangement of the outfit I rode up to the wagon and discovered the driver lying on his face in the bottom. I spoke, but no movement or indication of life existed. Dismounting and turning the body over I was thunderstruck at finding it a corpse. He was a young man, apparently about twenty-five years old, out down in the vigor of life, while hope, no doubt, had but an hour ago animated that now cold and motionless breast. I could not ascertain his name or place of residence. Who knows but what some kind, fond mother is at home patiently waiting the return of him whose body then lay clasped in peaceful slumber? Calling a farmer, we held a post mortem examination near the body—discovered an empty quart bottle, and returned a verdict of, "Died temporarily from the effects of sage-brush and boot-leg whisky, taken inwardly, while under an insanity of the intellect." The poor fellow was dead drunk, and ere this has undoubtedly recovered.

All the way across the sand ridge I listened to hear the locomotive whistle, but heard nothing of the kind. At Taylor's mill I saw the Union Pacific Railroad for the first time—it consists of long streaks of iron laid on timbers—the cars, I am informed, running on top of these irons. I watched the rails and ties some time to hear them whistle, but was told by an old railroad contractor that it was the locomotive and not the railroad that whistled.

Ogden City is a changed place. It used to be when a literary individual like the undersigned visited Ogden that the ecclesiastical and civil authorities were after him to feed his horses and supply his stomach with the necessary comforts of life. Not so now; the railroad has arrived and the less stomach a person has the better for him. Hotels, restaurants, chop houses, boarding houses and "meals at all hours" are literally jammed and crammed. About the only chance for the travelers now is to "roost" on the fence and board with themselves. A train of cars came in late last night from Echo city, the cars only run off the track four times and the locomotive once, from which I judge the road is in pretty good order. I overtook our buggy at this place. Mr. Kimball had tied up and was waiting for me to help grease the buggy. There is a great deal of scenery here but it lies too high up the mountains for me to give a very graphic description at present. If I come across any other valuable and important items between here and the Promontory I will let you know.

Respectfully,
SAXEY.

P. S. If you could send me some orders for victuals on any of your delinquent subscribers, I will do all in my power to collect them. S.

PAROWAN, IRON COUNTY,
March 14th, 1869.

Editor Deseret News.—SIR.—President George A. Smith and party lately arrived in this place and held meetings with the Saints, who appear to feel well.

I have never before seen so severe a drouth at this season, as there is in this county. The roads are very dusty. There is more snow in the mountains here than further north.

We expect to hold two meetings here today, and one at Summit this evening. I have been much gratified with the appearance of the Sunday school in this city. The children are punctually in attendance at the time appointed for the opening of the school, with cheerful hearts and strong bodies. They look promising, and will be of great assistance in a few years in advancing the cause of truth. Bro. Fish and assistants instruct their minds in a manner that does them credit as teachers.

A Co-operative store exists here, and is well sustained. A good cotton factory and carding machine are profitably employed. The Saints have a good stock of sheep—several thousand—which they intend to improve in quality by the importation of some of the best breeds known. NONNAC.

UNIVERSITY
OF
DESERET.

PERSONS in the country wishing to attend the UNIVERSITY, may obtain any information desired relating to tuition, classes, board, room rent, &c. by addressing the Principal, PROF. J. B. PARK, or the undersigned. Board with respectable families, and room rent for those wishing to board themselves, will be procured at reasonable terms, on application.

ROBT. L. CAMPBELL, } Committee appointed by the Board of
ISAAC GROO, }
DAVID O. CALDER, } Regents.
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