



GEORGE Q. CANNON.....EDITOR

Wednesday,....Sept. 1, 1869.

U. P. & C. P. CO'S—INDEBTEDNESS
TO THE PEOPLE OF UTAH.

PERHAPS on no one point for many years have the people of Utah exhibited more of their characteristic patience and forbearance than in the case of the railroad contracts for grading, which they have filled for the Union Pacific and Central Pacific Railroad Companies. Upward of fifteen months ago a contract was made by the Union Pacific Railroad Company, through its Superintendent of Construction and Engineer, S. B. Reed, Esq., with President B. Young for the grading of a large extent of its line. Considerable anxiety was displayed by the U. P. R. R. at the time the contract was closed to have the work commenced immediately, and the company promised that if the contractor would collect his men and teams, it would have the line surveyed and made ready for the graders within a few days. With this understanding large numbers of men and teams were concentrated on various points on the line; but weeks passed away and still they were waiting for the line to be located.

The non-fulfilment of this agreement on the part of the Company was a most serious loss to the contractor and his sub-contractors. It was not only a loss at the time; but it was a cause of incalculable loss afterwards. Many who could have finished their jobs when the weather was favorable were thrown behind and had to complete them when the expense of grading was very much enhanced by the severity of the weather. The tools, also, which had been promised by the Company, were not forthcoming by the time stipulated, and many of the sub-contractors were put to serious inconvenience and heavy expense to obtain the necessary implements to keep their teams and hands employed. But, notwithstanding all these disadvantages, the contractors kept steadily at their work. Everyone felt that the reputation of the people of the entire Territory was to some extent in his hands. If he did his work well, they would get the credit; if he failed to fulfil expectations, they would be blamed. So every man was put upon his mettle to do his work in a satisfactory manner and by the time desired by the Company. And it was acknowledged by every railroad man, and every traveler capable of judgment who passed over the road, that on no part of the line from the Missouri to the commencement of President Young's contract, was there any grading to compare for completeness and finish with that done by his sub-contractors.

The people of this Territory may well be proud of their share of the grading of the great continental highway; for their work will bear the closest scrutiny, and their patience, perseverance, sobriety, language and general demeanor while on the line were such as to extort praise from all who were brought in contact with them. When the distance graded, including that done on the two lines from Ogden to the Promontory, by various parties of our people on the two roads, is reckoned it will be found to be but little, if any, short of four hundred miles; and in grading this amount of road, we have never heard that either company has expressed any other feeling than one of satisfaction at the manner in which the work has been performed.

At the time the contract was made with the Union Pacific Railroad it was clearly understood, and so stated, we believe, in writing, that everything due on the work should be promptly paid when the grading should be finished and accepted. Relying on this agreement, and thinking themselves perfectly safe, hundreds of men, sub-contractors and others, incurred debts to carry on and complete their jobs. Farmers, merchants, bankers and people of all classes, when they knew that the money was coming to work people from the Company, let them have money, goods, grain

and other means without the least hesitation, calculating confidently on being paid when the grading was accepted. All felt as sure that the money would be paid by the Railroad Company according to agreement as if they had it in their hands, and they made all their arrangements accordingly.

The last tie was laid and the two lines were connected on the 10th day of last May. Previous to that date the grading had been finished and accepted. But if any cause for delay in making the final payments for the work existed previous to that memorable event, they ceased then. The road bed was graded, the ties and rails were laid, and the cars were running, bearing passengers and freight from one ocean to the other, but the people were not paid. And from that day until the present, though the claims have been pressed, they yet remain unsettled. The Union Pacific Railroad Company owes to the people of this Territory upwards of a million of dollars for the grading of its road.

Though we have dwelt more particularly upon the contract with the Union Pacific Railroad Company, our remarks are equally applicable to the Central Pacific. The latter company has also failed to fulfill its agreement and keep its faith with its contractors in this Territory, and though it does not owe so large an amount as the U. P. R. R., the people who have worked on its line are seriously distressed for their pay, and the entire community is embarrassed in consequence.

We have not touched upon this subject previously in our columns, hoping that these Companies would yet, with all their slackness, make the *amende honorable* and, as far as it was in their power, fill their contracts and agreements. But now forbearance ceases to be a virtue. The situation of affairs here at the present time demands that there should be some plain talking on this subject. If the credit of the people is endangered, or if our business men fail to meet their engagements, ordinary justice requires that the cause of this should be known. A moment's reflection will convince every person that the withholding of a million and a quarter of dollars from a community no larger than ours must produce serious loss, embarrassment and distress. Had there been no hopes of pay held out, the consequences would not have been as serious as they are, for every man would then have known what to depend upon and would have arranged accordingly. But, as it is, there is not a business man in the country who is not affected, and some very seriously, by the failure of these Companies to pay for their work, and hundreds of poor men are literally destitute of the necessities of life for the want of the money which they worked hard to earn. We know of sub-contractors who have stripped themselves and ran heavily into debt to pay their hands. We do not believe that these Roads could have been traveled in safety in any other State or Territory, if the companies running them had treated the settlers as the U. P. R. R. and C. P. R. R. have treated the people of this Territory. Their conduct is utterly indefensible and is unwise and unjust in the highest degree. It is unwise, because it is not to the interest of any railroad company to oppress and outrage a community upon whose favor it is dependent for traffic, or to leave the workmen who have built the road exasperated for the want of their pay. Its injustice is so apparent that it needs no comment.

We shall refer to this subject again in a future article.

THE OCTOBER FAIR.

It is with great pleasure that we publish on our pages to-day the List of Premiums to be awarded by the Deseret Agricultural and Manufacturing Society, at the Exhibition which is to be held in this city on the 4th and 5th of next October. The Address of the Society and the List of Premiums should be carefully read by all classes; for all are interested in the objects for which the Society has been organized, and in the production of the stock and articles for which premiums are offered.

Too much importance can not be attached to such exhibitions as this, in this Territory. The attention of the people is awakened at the present, probably more so than at any previous period of our history, to the importance of home industries, and the absolute necessity of becoming to a greater extent self-sustaining than we have been.

For some months past our importations have increased, both in quantity and variety, at an alarming rate, including, until very recently, not only

the furniture of our houses, but some of the staple articles of food. Such a policy as this must be ruinous to any community situated as we are, or even with much greater resources than we possess, and, if continued, will drive us to the verge of bankruptcy. When the expenditures of an individual exceed his income he is justly regarded as in a very unsafe if not ruinous condition. What is true of an individual is equally so of a community or a nation. Even strangers who pass through our country perceive and remark upon our peculiar situation and the imperative necessity of devoting our attention and capital to those branches of manufacture in which we can engage with the greatest benefit to the manufacturer, the producer and the consumer. Hitherto one very great drawback to home enterprise, in this direction, has been the high price of labor and material. The completion of the railroad has produced a great change and will continue to bring about greater changes in these respects.

By a careful perusal of the published lists it will be seen that the Society has included most of the necessities as well as some of the luxuries of life, and that there is a very wide field for the exercise of the skill, industry and enterprise which exist so abundantly in our midst; and we believe the necessary capital could be found to carry on many of the branches of industry referred to. It is by no means necessary that capitalists should start and have control of all manufacturing establishments. In many parts of the world workmen have formed co-operative associations for carrying on various branches of manufactures, and there is no reason why they should not do so here. It is already being done in a few instances, and may be in a great many more. We have the men and the talent; all that is wanting is a united effort on their part. In such cases the vexing question between capital and labor need not arise; they can decide their own wages among themselves, and share in the profits of the business.

It is plain to every reflecting mind that something must be done very speedily towards producing at home numerous articles that we now import, or many will be in a deplorable condition. The country is nearly drained of money, and no resource manifests itself from which to replenish. We have nothing at present to export. We cannot raise grain for that purpose, and successfully compete with the grain-producing regions of the East and West. Our only apparent resource is to turn our attention to producing and manufacturing within ourselves the articles we need for our sustenance and comfort. We must either do this or many, very many, go without them. We therefore feel to urge the brethren who are acquainted with these various branches of industry to give this subject their earnest attention and to lend their aid to make the approaching fair the most successful one that has been held in Utah. Not in the mere number or even the quality of the articles exhibited, but by encouraging it with their presence, by examining and comparing the articles produced; by meeting and consulting together, obtaining all the information possible in regard to the best means, localities, cost, etc., where and by which many of these articles can be produced in sufficient quantities to make them profitable to the manufacturer, as well as a blessing to the consumer.

For years a great deal has been said and written upon this subject, and President Young and a few others have set praiseworthy examples; but the time has now come when more general action is imperatively necessary, and we commend the matter to the earnest attention of our intelligent and enterprising citizens.

THE family of Lyman in America have lately had a great gathering in a beautiful grove on that portion of Mount Tom called Nonotuck, in the State of Massachusetts. They were brought by hundreds in trains and carriages from various points—Maine, Vermont, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Ohio, Wisconsin, the Canadas and all parts of the Bay State, contributing each its quota to the gathering. One woman traveled 1200 miles from central Wisconsin to be present at the meeting. Utah was represented by letter. Had they of the kith and kin living in this Territory been there the number would have been considerably increased, for they of the Lyman stock here are not any behind the most prolific of the race so far as the generations are known.

Richard Lyman was the founder of the family in America. He came to this country from High Ongar, England. Among

the names recorded in the ancient record book of the church of Rev. Mr. Elliott, the Indian missionary at Boston, and written by himself, is that of the pioneer, "Richard Lyman: a goodlie man, but sorely tried in driving of ye cattle." This last clause refers to his troubles in removing his herds through the Indian haunted forests to Hartford, a few years after his first settlement at or near Boston. He located at Hartford, in the South Farms, some twenty years after the founding of the Plymouth colony. His descendants now number, according to the most careful estimate, not counting, we imagine, those in Utah, 3125. They have been generally prominent in society, and have been noted for piety and intelligence. As an evidence of their piety many of them have been ministers, and it is said to be always safe, on meeting one of them and not feeling sure he is a minister, to accost him as "Deacon Lyman." But, notwithstanding the orthodoxy of the race, President Geo. A. Smith—whose mother was a Lyman—and Amasa M. Lyman were mentioned at the gathering as instances of departures from the prevalent faith. Another of the family is a Catholic priest at Baltimore. An American Lyman, now resident in London, has traced the ancestry there back to a nobleman, and thence to Malcolm, one of the ancient Scottish Kings. Thus the Lyman have Scottish and Royal blood. It is reported that a baronetcy and an estate of \$5,000,000 has fallen to the Americans of that name; but as this is a report, it is not likely any of them will ever realize much from it.

They had a good time at the gathering. Besides having plenty to eat, a genealogical address was delivered by Rev. Dr. Coleman, whose mother is a Lyman, and who is preparing a history of the family, and incidents were recited of recent or remote date, illustrative of the peculiarities or preciousness of their ancestors. Had President Geo. A. Smith been present his anecdotes concerning the race would have added greatly to the interest of the occasion. One of the race appeared as a poet and gave a versified eulogy of, and injunctions to, the Lyman. And several made speeches. Henry Ward Beecher, whose father's mother was a Lyman, was not able to be present; but he sent a letter. His cheerfulness and hopefulness he had been suspected of deriving from the Lyman blood, those qualities being characteristic of the real stock. He thought the blood so prolific that if they all should come to Mount Tom the mountain could not hold them. He had never heard of a Lyman being hung or that deserved to be. All that he ever knew were worth knowing.

Altogether the occasion was one that will long be remembered by the family. Of late years a surprising amount of interest has been felt in New England on the subject of pedigree.

THE Messrs. Hoe, the great press manufacturers, have just completed new offices and a model factory on a very extensive scale in New York City. The building is said to be a model of strength and solidity, and is literally fire-proof. "The walls rest on solid stone masonry, and the floors and roof are supported by two tiers of six columns each, in addition to the walls. These columns, as well as the beams and girders are of Florida pine, and are rendered fire-proof by an ingenious device patented by the Hoes, who have such faith in its efficacy that they do not deem it necessary to obtain any insurance on the building. This novel plan deserves detailed description. It consists simply in incasing the columns, girders and beams in sheet iron and plaster of Paris. The floor beams having been laid, sheets of wrought iron were nailed to the under side, but kept at a distance of half an inch from the beams by narrow wooden strips, previously nailed on. From the top, on the outside, these sheets were covered with plaster of Paris, put on in a liquid state to the average depth of half an inch, filling a space between the beams and the sheet iron, and, while yet in a plastic state, being swayed for some distance up the sides of the beams. The iron used was previously covered with a strong coat of metallic paint, and lined with a prepared paper felt on the side next the beams, to prevent the moisture in the plaster from rusting the iron; and after the moisture had evaporated, similar sheets of iron were nailed on top of the beams, and covered with felt and three-eighths of an inch of plaster, spread smooth with straight-edges. This is to prevent fire from reaching the beams through the floor planks. Roof beams, columns and girders received the same treatment. The plan is the result of experiments made last year, in one of which a section of flooring, ten feet square, made in this way, endured the contact of a fierce flame continually fed from below, for more than four hours, and for more than half that time a pile of wood was kept burning on the upper side of the same floor, all without injury to the beams. In addition to this, the customary precautions against fire are thoroughly used." Besides manufacturing their type-revolving, lightning presses, the Messrs. Hoe are now engaged in overcoming the great difficulties of making a distinct impression on both sides of a sheet of paper at once, so that the rotary press for this purpose shall be able to take the paper from a continuous roll, dispensing with feeders, and still equal the speed and certainty of the present lightning press.