

DESERET EVENING NEWS.

GEORGE O. CANNON.

EDITOR AND PUBLISHER.

Thursday, June 11, 1868.

NOTICE.

Messrs. Joseph A. Young, Brigham Young, Junr., and John W. Young, agents for President Brigham Young, left this city on the 8th inst., for the head of Echo Cañon, to let contracts for grading on the Union Pacific Railroad, and will begin the lettings on Thursday, the 11th inst. Parties wishing contracts on that road can now start their men, provisions, tools, etc., as fast as they can get ready. As soon as the line is all located, about 10,000 men will be wanted.

THE MASS MEETING.

On Monday evening a number of prominent citizens held a meeting, with J. M. Carter, Esq., Chairman, and A. W. White, Esq., Secretary, when resolutions were adopted to call a Mass Meeting of the citizens, that expression might be given to the popular feeling relative to the railroad coming past this city. The following gentlemen were appointed a committee to draft resolutions, to be presented to the Mass Meeting: General D. H. Wells, Hon. G. O. Cannon, J. R. Walker, T. B. H. Stenhouse, Warren Hussey, Henry W. Lawrence and R. H. Robertson, Esqrs.

It having been decided to call the meeting for Wednesday evening, and President Young having offered the New Tabernacle for the purpose, at 5 p. m., the hour appointed, a very large and enthusiastic audience had assembled there. About three thousand men were present, representing every class of our citizens; and the most prominent names in the Territory were among the audience or on the Stand.

The meeting was called to order by the Hon. D. H. Wells, Mayor; when Capt. Crotall's brass band played "New America Yet." Warren Hussey, Esq., moved that President Young be elected to preside over the meeting, which was carried unanimously. Hon. F. H. Head was elected Vice-President by a unanimous vote. Chas. E. Pomeroy, Esq., was appointed Secretary, and David W. Evans, Esq., Assistant-Secretary.

The committee appointed to draft resolutions asked for time to draw them up; and on motion, it was unanimously carried that Thos. Marshall and A. W. Street, Esqrs., were added to their number. They then retired, and President B. Young made the following remarks:

PRESIDENT B. YOUNG.

While the committee are preparing resolutions to present to this meeting I will say that as far as I understand it, the object of this meeting is to take into consideration whether we will have a railroad over this continent from the Atlantic to the Pacific oceans. If I were the whole community and were to give my voice, and if I had the capital to employ the men to build it and had it all my own way, I would say we will have the railroad from the Atlantic to the Pacific oceans. They have got this road already started. There is one from the east going west, and one from the west going east, and they say they are going to meet.

If I could direct the route they should take I should have it down through Echo and Weber Cañons and from there through the lower part of Salt Lake City, and then pass the south side of the Lake to the Humboldt.

Whether it is the province of this community to dictate to the railroad is a question that I do not understand. We are willing to do our share of the work provided we get well paid for it. I suppose the committee will give their report and endeavor to shape their resolutions as near as possible with the wishes of this community. Whether I have hit the mark or not I do not know. I know what my wishes are, and I understand what would be for our benefit in building this railroad. We have undertaken to do a certain section as far as the grading is concerned. Whether we shall have the privilege of hearing the whistle, and the snorting of the iron horse with every train of cars that passes from the west to the east I do not know. Still I would like to hear the whistle, and the puffing of the iron horse every evening and through the night, in the morning and through the day. If the Company which first arrive should deem it to their advantage to leave us out in the cold, we will not be so far off but we can have a branch line for the advantage of this city.

I believe that some have the idea that wherever the line goes there will be large cities built on its track; and that at the junction of the two roads there must be a great deal of money expended for material and labor in erecting large machine shops. Whether they meet in this city, at the mouth of Weber, at the Humboldt Wells, on the desert south of the Lake, or in the mountains north of the Lake has yet to be told. I am certain of one thing and that is that the Eastern Company is determined to meet the Western Company as far west as possible, and that the Western Company is determined to meet the Eastern Company as far east as possible, but whether the junction will be in our city or in the vicinity adjacent I do not know.

I know this, that wherever cities are built, it requires capital to build them. What kind of capital? Gold, silver, lawns, calicoes, broadcloths, fine bonnets and fine hats? Not a bit of it; but the capital and the only capital required to build cities is bone and sinew, and wherever the laboring men set their feet in these mountains and say "We will build a city," there a city will grow. The laboring men are the ones who build the cities. Who owns them when built? Why those to whom God pleases to give them. They fall into the hands of the few perhaps. It is generally the case that when large cities are

built, the masses of the people are poor and poverty stricken. The few, the few, the few, the few thousands own the cities and the tolling millions are dependent upon them to a greater or less degree. For these reasons, for the simple reason that men do not know how to set themselves to work or what to do with the avails of their labor. It is not what men earn that makes them rich, it is knowing what to do with their earnings so as to bring them an increase, like the particles that form these Wasatch Mountains. If you pulverize them you will find they are composed of small particles. If the power of cohesion of these particles is sufficiently great they will hold together and form mountains; but if not they fall into dust and are wasted on the plains. This is the case with the poor. They do not know what to do with their labor. If it brings them means they do not know how to dispose of it.

We have a city here, and we built this city without money. I came here without money; and I have not the least idea that there were five hundred dollars in this community when we came here and commenced to build this city. Until the gold was found in California, and the Battalion boys began to bring it here we had had no money amongst us that I know of. When we left Nauvoo, we left naked and barefoot. We left our property, and with the old, broken-down horses and cows, and broken wagons that we could pick up, we commenced our journey into the wilderness. If there was money in the camp I didn't know of it, with the exception of what I had in my pocket. What I had was given me by Bishop Hunter. We left Nauvoo before he did, and before leaving, he handed me three or four hundred dollars, and I bought a little corn, flour, and a few necessities for the camp with it. But this was soon exhausted, and when we left the Missouri river, I do not know that there was any money in the camp. When we reached here we commenced making adobies. We had brought a few plows and we drew logs out of the mountains, and with one man on the top and another below the log, we converted them into lumber. By and by we erected mills to saw our logs into lumber, and then we commenced putting it together for our doors and windows, and to lay our floors, and to make our beds and chairs, and all this without a cent of money. This is the way we commenced to build up our city. When we have plenty of laboring men who are willing to work, we can build cities without money; and my feelings are, with regard to all the inhabitants of the earth, that no man should ever feel himself above doing that which ought to be done. It is advantageous to classify labor. You may place one man in this position and another in that, according to their ability and talents. But when lumber is to be made out of timber, the man who saws the lumber is not a noble job, and boards," is not worthy to inhabit the house when it is built. This is my understanding on this subject. Every man should labor, and each one at that for which he is the best capacitated. I am very well aware that a great many in our country are very much inclined to maintain themselves by their wits, by their skill and cunning, in trading and trafficking; but the man who labors is the man who is worthy. Perhaps I have said enough.

F. H. HEAD.

In answer to the call of the assembly, the Hon. F. H. Head arose and spoke as follows:

There are some subjects, as I presume all of us who have ever tried to speak are aware, upon which it is very difficult to speak. There are certain classes of truths that are known as axioms—truths that are so entirely self-evident that upon them all argument or demonstration is lost. Suppose, for instance, that the most eloquent speaker we have here to-night should undertake to prove to you that a circle is round. I think it would be a very difficult thing to demonstrate, you all know it just as well as he does. Or if with his ingenuity he should go to work to convince you that the ladies of the country are altogether lovely, that it would be an equally difficult task. That is something everyone understands; or if he does not, he can not be made to understand it. [Applause.] And no matter how ingenious the argument, I think love's labor in that case would be lost. Now it seems to me, gentlemen, that this question about the location of the railroad is very near, if not quite in the same class of truths to which I have just referred. It is something so exceedingly self-evident, that we would all of us like to live on the grand trunk line of the great continental highway rather than on any of its branches, that it is very difficult to argue the question at all. It is something we all know without any argument. It is like an axiom, it can not be proven. For myself I have always felt a high degree of confidence that the road would come through Salt Lake City. Not that I had a better means of knowing it than any of the rest of you; but it was a feeling that there were good reasons for the faith that is in me. Now we all know that the business of building railroads within the last few years has undergone a remarkable change. We can all of us remember when the question in building a new line of railroad was simply and solely the matter of statistics. "How much freight and how many passengers will go over that line in case it was built." These statistics were all very good and necessary; but at the same time in the construction of a great work like the Pacific Railroad—the great continental highway, there is necessarily a very different order of talent brought into requisition. It is necessary to have the highest order of statesmanship and profoundest knowledge of political economy to solve such great and wonderful problems as that railroad will solve. It is no child's play to revolutionize the commerce of the whole world, and that is something that railroad is bound to accomplish.

A long way to the westward are those mysterious lands which we have all read about in childhood, always shrouded in mystery and romance. Those lands which Columbus tried in vain to find a pathway, those lands of which Marco Polo wrote his tales of wonder, China, Japan, Cathay, Tartary, India, and all those countries that lie afar off in the west. What a crowd of old associations and curious recollections come up in our minds at the mention of their names. Can it be possible that those lands are almost as very close? We have the evidence before us that within a very few months this miracle will have been accomplished. The city of San Francisco—the golden city—where we have all come into the world

of Oriental life. Leadenhall Street, the old headquarters in London of the east India trade will live again in San Francisco. New East India companies mightier than the old shall be formed, and the commerce of the world will be carried on from San Francisco. Bulls in sandal wood and bears in aromatic gums. Bulls in silk, and bears in tea and lamb, ducks in the opium trade. Upon the exchange at San Francisco will soon be transacted this business for the world. The merchant princes of New York, Paris, London, Liverpool, Berlin and St. Petersburg will meet on the wharfs of San Francisco and there battle for the commerce of continents. Now to accomplish a work like this requires a high order of statesmanship. The directors and engineers of the Pacific Railroad have a marvellous work before them; not only in scaling the snow capped mountains and in traveling wild and inhospitable deserts but in the opening of a new civilization. And the marvellous energy and rapidity with which they have pushed the work forward up to this time, show that they are equal to the task to which they have set their hands. It is this confidence which I have in these directors—their energy, intelligence and far-sightedness which makes me feel hopeful and almost certain that the railroad will pass through Salt Lake City (applause).

There is not only the through carrying trade to be sought for between the extreme East and West for the whole world, but there is the development of the interior basin of our country. It is the interest of the Pacific states, it is the interest of the people of Utah, that there be built up and developed; and this is a work of scarcely less importance and magnitude than the carrying trade of the nations. And it seems to me that these directors and the managers of this great national enterprise cannot but see this. They have seen and discussed it, and they will, of course, consider the best means of accomplishing that end. They do not care about building up temporary shingle cities like Cheyenne. They want great commercial towns, wealthy cities and commonwealths all along the line of their road to feed it and furnish it business. It is not the object of those directors to have their road run through a poor, miserable desert country with here and there a few impoverished inhabitants. They wish to pass through a wealthy country. They wish to develop to the utmost the resources of this interior.

The interests of the Pacific Railroad and the interests of the people of Utah are identical. [Applause.] They will get their tithing on all our dollars, and they want us to have just as many dollars as possible. [Applause.] For that reason it seems to me that it would be the height of folly for the directors and managers of this great enterprise to pass by what has been accomplished in this Territory for the past twenty years. [Applause.] Here is a commercial centre already made. On every hand we find the evidences established of commerce and trade. Our merchants are known in New York and San Francisco. Here is a labor of twenty years, and a wonderful labor it is, and can it be possible these railroad men among whom are some of the most enterprising in the nation, can it be possible that they will go somewhere else to build up a town and thus throw away the advantages offered by the labor of the people for twenty years? It seems to me that we are doing great injustice to the sagacity and business perceptions, quick intellects and shrewd tact of the men who have this matter in charge, to suppose that they will be guilty of anything of the sort. [Applause.] Most certainly we are unless there is some great reason for them doing so, and that no one claims. If this country were a desert as when you came here, as described by President Young, it would then be about an even question whether the road should go north or south of the Lake; each road has its advantages and disadvantages. The northern route it is claimed is a trifle shorter; but it passes along the foot hills of the Goose Creek mountains, where there is a great deal of snow in the winter, besides various other disadvantages. On the route south of the Lake there is a desert to contend with; and the advantages and disadvantages on the two routes are substantially equal. There is no particular difference from what I can learn in favor of one route over the other. But it seems to me that the fact of this city being the metropolis of the Territory and of the surrounding mining Territories, and the centre of their business for the last ten or fifteen years, is of itself enough to decide the question. [Applause.]

Band played "Hail Columbia" and "Swinging in the Lane."

The Committee, through the Chairman, Hon. D. H. Wells, reported the following resolutions, which were carried unanimously:

Resolved—That Utah welcomes to her borders the coming Railroad, and hails with pleasure closer contact and more intimate relations with her friends east and west.

Resolved—That every advancement in civilization and enterprise will always and at all times receive a helping and friendly hand from the people of Utah.

Resolved—That it is the wish of this meeting that the Railroad shall come to this city and pass by the south side of the Lake, and for that purpose proper and suitable grounds for depot, machine shops and improvements can be obtained within this city.

Resolved—That one hundred thousand citizens of this Nation demand that this great national work shall be performed for national good and for the people's benefit and not for private profit or personal speculation.

THOMAS MARSHALL.

Mr. Marshall, in reply to the call of the meeting, spoke as follows:

Friends and fellow citizens, we meet here for a grand occasion—to hail the coming of progress, enterprise and civilization. Science has overcome nature. The highway of commerce is now open for Eastern Asia, and no longer will Great Britain absorb in her own hands the commerce of the Indian Ocean. Young America speaks to-day, and her voice declares that the old time is passing away, and marks that coming age and generation which is now engraved on the book of time that shall never be eradicated or erased. [Applause.]

We have seen within the last few years, first the pony express spanning the mighty deserts, next the stage coach, and now the iron horse. We, gentlemen, citizens of this grand Republic, residents and people of Utah, speak to-day, the golden city, where we have all come into the world

to see here amongst us this great work for which we have prayed and for which we have labored. [Applause.] That, gentlemen, is the object of this meeting; that is what we are here for. It is to say what Utah wants, what Utah demands of Washington. [Applause.] We have long filled, and continue to fill, a Territorial position; but, air, that time is rapidly passing away, and soon our mountains will be populated, our mines worked, and speedily the ports of the nations of God's globe will be opened up to us.

The impression seems to be abroad that Utah and this city do not wish the railroad here. From what that impression arose God alone knows, not I. I have seen in my intercourse in this city that every man, woman and child wanted it here; wanted to speed their intercourse with the people of the United States of whom we form a part. [Applause.] They want no longer to pay great freights, and the people here know that the coming of the railroad will save them from this. Gentlemen, we shall no longer see the commercial pursuits of this city monopolized by a few large capitalists; but soon men of honesty and industry, with small means, will do a fair proportion of the commerce of Utah.

In conclusion, I will say that I heartily endorse every word of the resolutions you have passed. Every word of them is but an echo of my own sentiments, as I know and feel that it is of this people. [Applause.]

Hon. JOHN TAYLOR then read the following address:

The Railroad! The railroad is now the great topic of conversation, and occupies the attention of all classes of men. The engineer in its construction, the contractor in its arrangement, the mechanic and laborer in giving the hard knocks, carrying out their plans, the farmer in providing the grain, beef, butter, and eggs, and the merchant in catering to the wants of all. All seem interested.

Already we are talking of former friends and associations of railway visits to the east and west; of facilities for introducing machinery and merchandise; of our close relations with the old and new world, and the vast financial and mercantile changes to be introduced by this great agrarian leveler.

I remember very well the time when there were no railroads, or steamboats, or telegraphs, or gaslights. Very soon after its completion, I rode on the first railroad that was made in the world—the one between Liverpool and Manchester, England. They now form a net work over what is termed the civilized nations of the earth, and penetrate the remotest parts; they have passed through forests, swamps, and morasses, over high mountains and low valleys, skirted bays, outlets, and promontories; their whistle has shrieked in the recesses of Egyptian darkness, and has awakened the sleeping echoes among the mummies of the catacombs; and while in Europe and America they have been fed with coal and wood, or oil, the deserts of the world have been rudely awakened from their slumber by the rustling, roaring, shrieking iron horse, and the Pharaohs—the Ptolemies of three thousand years ago, and of the then mightiest nation whose pyramidal tombs have been the wonder of the world—have been brought into requisition to feed the ever craving maw of the locomotive, and their "bribe" up muscles, flesh and bones have been fried and frizzled and burned, to propel the rushing car. We have here no Pharaohs, nor Ptolemies, nor Nimrods, nor Nebuchadnezzars, nor Antones, nor Cæsars—nor Hannibals, no illustrious dead; but we have the living, wide-awake Yankee, the Dodges, the Reeds, the Stanfords, the Grays, the Youngs, and other celebrities. We have also the Englishman, the Frenchman, the Saxon, the Dane, the German, the Swede, the day with bare arm, strong muscle, and busy brain, with living energy, overturning mountains, shattering the granite rock, bridging the mountain torrents, piercing the hitherto supposed impenetrable cañons, filling up the valleys, leveling the hills and preparing a pathway for the "iron horse."

It has been thought and charged by some that we are averse to improvements, and that we disliked the approach of the railroad. Never was a greater error. We have been the subject of legislation were measures to promote and establish a railroad across the continent. In a little while we were organized into a Territory, and during the first session of the Legislature a Memorial to Congress was adopted and approved March 6, 1852, upon this subject, the substance of which has been reiterated by the gentlemen who have spoken to-day. Speaking of this railroad being necessary to develop the mineral and other resources of the continent and to bring the trade of China and the East Indies across this continent, we considered it then, and so represented it in our memorials. And we know that it was a work of necessity, involving only a question of time, and it looked to us as if the work would have been accomplished long ere this.

Two years afterwards the matter was again under consideration, and a memorial to Congress was adopted, in which the route the Railroad should take was pointed out, and singular it is that the route indicated in that memorial has been followed to a very great extent in the location of the road thus far. These matters we have regarded with a great deal of interest, and yet, when I was in Washington, in 1856, I was told by a Reverend gentleman that we were "opposed to a railroad." I told the man that he must be very ignorant of the wishes and views of the people here, or else he gave us credit for being very fond of ox teams and "horn telegraphs."

In a memorial to Congress, from the Legislative Assembly of this Territory, adopted 1858-9, it is said "a great band of union through the family of man is a common interest; a central point unite that interest with a chain of iron, and would effectually hold together our Federal Union with an imperishable identity of mutual interest, thereby consolidating our relations with foreign powers in time of peace, and steadily enforcing our rights in time of war."

These are among the sentiments that were advanced in the first three memorials. I am very much pleased to see and realize that the work is now in progress, and that our friends are all united in its accomplishment. It will not be long before we will see the cars running from the head of the Colorado to the North Pole, or in that direction, I will not pretend to say how far. The work which is before us, all accomplished; it only requires unity. The

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It took us days. We shall be no longer isolated and alone, but be brought into close proximity with the east and west, and when this pioneer railroad shall be completed by others north and south, the facilities of trade and commerce will be enhanced. By their action we shall form a great connecting link between Europe, Japan and China. This will be the highway of nations, the far east and the far west will be united. As cosmopolitans we can stretch out our arms east and west, north and south and shake hands with the world.

We have had within a short time our telegraph lines and now the railroad. What next? When I was in Paris as far back as 1851, I saw a balloon, or rather series of balloons, attached to which was a small steam engine to direct its movements in the air. Who knows but that not far distant these same distinguished gentlemen who are now planning for the railroad may be consulting together here about stations and appliances for the conveyance and accommodation of passengers through the air. Some will say this is aerial or visionary; so were steamboats when Fulton first spoke of them. So was the telegraph till Morse broke the fetters and gave direction to the living nervous cord.

Man by steam and electricity traverses the earth, seas and oceans; let him conquer the air and then like a god he will have subjected all the elements to his control; and then if inspired by the great Eloheim, and governed by the principles of truth and virtue, he will be the true representative of God upon the earth. We hail, then, with pleasure this greatest work of the greatest nation of the earth. It is a work worthy of America in its inception, its progress, and we trust in its completion. We will bare our arms and nerve our muscles to aid in the completion of this great cord of brotherhood which is already reaching our borders.

I have heard of a few men of small minds who cavil at the terms on which it is to be built and the price offered for labor. This is for want of better information. I am credibly informed that Prest. Young in his contract has been as liberally dealt with as others. Is our labor worth more than other men's? Shall it be said of us that we have not the same ability, energy and enterprise as other men? No, a thousand times no! We have no time to listen to croakers. The railroad must be done, the Sandwich Islands, Australia, Japan and China want it; Great Britain and Europe want it; America wants it; and we want it; and with a hearty co-operation we say to those gentlemen who have come here as the representatives of the railroad, we bid them a hearty welcome to our mountain home. We sympathize with them in their feelings, labors and toils, and we will be the co-laborers with them in this heroic enterprise, and with a long pull, a strong pull, and a pull altogether, we will accomplish the object designed, and not stop till the restless iron horse shall pass in triumph from the Atlantic to the Pacific shore.

Band played "Railroad Polka" and "Hard Times come again no more."

Mr. Hussey was loudly called, and made the following speech: "I am entirely too much of a Grant man to be a talkist, you will have to excuse me."

GEORGE A. SMITH.

Hon. Geo. A. Smith being called, replied as follows:

I am very much gratified with the proceedings of this meeting, and the resolutions which have been adopted. I certainly coincide with the Honorable Vice President in his view of the necessity and certainty of the railroad passing by our city. We started from Nauvoo in Feb., 1846 to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a road, and made it, bridging the streams and I believe it has been pretty nearly followed by the railroad. In April, 1847, President Young and 143 pioneers left Council Bluffs, and located and made the road to the site of this city. A portion of our labor was to seek out the way for a railroad across the continent, and every place we found that seemed difficult for laying the rails, we searched out a way for the road to go around or through it. We had been here only a short time until we formed the provisional government of the State of Deseret, and we have been the subject of legislation were measures to promote and establish a railroad across the continent. In a little while we were organized into a Territory, and during the first session of the Legislature a Memorial to Congress was adopted and approved March 6, 1852, upon this subject, the substance of which has been reiterated by the gentlemen who have spoken to-day. Speaking of this railroad being necessary to develop the mineral and other resources of the continent and to bring the trade of China and the East Indies across this continent, we considered it then, and so represented it in our memorials. And we know that it was a work of necessity, involving only a question of time, and it looked to us as if the work would have been accomplished long ere this.

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Hon. Geo. A. Smith being called, replied as follows:

I am very much gratified with the proceedings of this meeting, and the resolutions which have been adopted. I certainly coincide with the Honorable Vice President in his view of the necessity and certainty of the railroad passing by our city. We started from Nauvoo in Feb., 1846 to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a road, and made it, bridging the streams and I believe it has been pretty nearly followed by the railroad. In April, 1847, President Young and 143 pioneers left Council Bluffs, and located and made the road to the site of this city. A portion of our labor was to seek out the way for a railroad across the continent, and every place we found that seemed difficult for laying the rails, we searched out a way for the road to go around or through it. We had been here only a short time until we formed the provisional government of the State of Deseret, and we have been the subject of legislation were measures to promote and establish a railroad across the continent. In a little while we were organized into a Territory, and during the first session of the Legislature a Memorial to Congress was adopted and approved March 6, 1852, upon this subject, the substance of which has been reiterated by the gentlemen who have spoken to-day. Speaking of this railroad being necessary to develop the mineral and other resources of the continent and to bring the trade of China and the East Indies across this continent, we considered it then, and so represented it in our memorials. And we know that it was a work of necessity, involving only a question of time, and it looked to us as if the work would have been accomplished long ere this.

Two years afterwards the matter was again under consideration, and a memorial to Congress was adopted, in which the route the Railroad should take was pointed out, and singular it is that the route indicated in that memorial has been followed to a very great extent in the location of the road thus far. These matters we have regarded with a great deal of interest, and yet, when I was in Washington, in 1856, I was told by a Reverend gentleman that we were "opposed to a railroad." I told the man that he must be very ignorant of the wishes and views of the people here, or else he gave us credit for being very fond of ox teams and "horn telegraphs."

In a memorial to Congress, from the Legislative Assembly of this Territory, adopted 1858-9, it is said "a great band of union through the family of man is a common interest; a central point unite that interest with a chain of iron, and would effectually hold together our Federal Union with an imperishable identity of mutual interest, thereby consolidating our relations with foreign powers in time of peace, and steadily enforcing our rights in time of war."

These are among the sentiments that were advanced in the first three memorials. I am very much pleased to see and realize that the work is now in progress, and that our friends are all united in its accomplishment. It will not be long before we will see the cars running from the head of the Colorado to the North Pole, or in that direction, I will not pretend to say how far. The work which is before us, all accomplished; it only requires unity. The

(Continued on Third Page.)

THEATRE.

Engagement, for two nights only, of the great Tragic Actress.

Miss CHARLOTTE CRAMPTON, Who will appear in connection with the accomplished Lyric Artist.

MADAME MARIE MATHUA

SCHELLER!

THURSDAY EVENING, JUNE 11, 1868.

Will be presented, for this night only, the fine Comic Drama, in 3 Acts, entitled,

DON CASAR DE BAZAN!

Don Cesar De Bazan

Miss CHARLOTTE CRAMPTON

Maritana (with Song)

MADAME SCHELLER.

Charles II, King of Spain..... Mr J S Lindsay

Don Jose, his Minister..... Mr D McKenney

Marquis de Rotondo..... Mr P Margette

Don Fernando..... Miss Alexander

Don John..... Mr J H Haines

Don Pedro..... Mr J McGregor

Don Juan..... Mr J B Kelly

Don Luis..... Mr J E Hyde

Don Carlos..... Mr A Merrill

Don Juan..... Mr R H Haines

Countess de Rotondo..... Mrs M Bowring

Nobles, Soldiers, Men-at-Arms, Alguazils, etc.

To conclude with the beautiful Comic Drama, in 2 Acts, entitled,

ERNESTINE!

Ernestine, an Orphan.—MADAME SCHELLER

Countess de Rotondo..... Mr J S Lindsay

Ernestine..... Mr J B Kelly

Charles II, King of Spain..... Mr J S Lindsay

Don Jose, his Minister..... Mr D McKenney

Marquis de Rotondo..... Mr P Margette

Don Fernando..... Miss Alexander

Don John..... Mr J H Haines

Don Pedro..... Mr J McGregor

Don Juan..... Mr J B Kelly

Don Luis..... Mr J E Hyde

Don Carlos..... Mr A Merrill

Don Juan..... Mr R H Haines

Countess de Rotondo..... Mrs M Bowring

Nobles, Soldiers, Men-at-Arms, Alguazils, etc.

To conclude with the beautiful Comic Drama, in 2 Acts, entitled,

\$200 REWARD!

SHERIFF'S OFFICE, Salt Lake City, June 8, 1868.

A REWARD OF TWO HUNDRED DOLLARS will be paid for the apprehension and delivery of Two Prisoners, by the name of ALBERT WILSON alias ANDERSON, and CHARLES JACKSON, who were arrested and incarcerated about the 25th of April last, and escaped from the County Jail on the night of the 7th inst.

WILSON is about 5 feet 8 inches in height, 45 or 50 years old, light complexion, spare, and round shouldered.

JACKSON is about the same height, light hair and complexion, blue on right eye, about 25 years old.

The above Reward will be paid for the delivery of the above-named prisoners to the undersigned, or \$100 for either of them.

R. T. BURTON, Sheriff.

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