

stowal of the highest office in his gift as a mere compliment upon Mr. Washburne, with the understanding that he should accept it only to resign. It also thinks it a sad error to send to Montana, as Governor, a man with such a published record as Mr. Ashley.

Throughout the article the statement is several times repeated, that President Grant should have the earnest prayers of all good men, and that the writer and others like him, should uphold him with their prayers. The *Advance* feels that he needs divine guidance, and the article winds up with the pious exhortation, "Men of prayer, remember your President."

The San Francisco *Times*, in a recent article upon the trade of Utah, thinks that it is to be regretted that circumstances have placed the citizens of San Francisco at great disadvantage in competing with Chicago for our trade. While they might have manifested more enterprise in this matter than they have done, yet their hands have been in a measure tied, owing to the want of definite arrangements for laying down freight at this city. But now the Central Pacific Railroad should make their calculations and announce them without further delay; for it is almost as much to their interest as to the interest of the traders that freight should be so low as to encourage traffic. It thinks more than ordinary concessions should be made, in view of the fact that Chicago has already secured a hold upon the Utah trade. The geographical position of our Territory renders friendly relations, it says, with California a matter of State policy, and in this, it imagines, will be found their most powerful lever for securing our business. It afterwards urges a point that we think much more of a lever than State policy. It bids the merchants of San Francisco remember that nothing can be done in the way of business with Utah until they arrange their price lists on a currency basis. Here the *Times* strikes a keynote.

It says:

"We are of opinion, however, that much apathy has been shown by our people in this connection. Finding that they could not complete their arrangements until the railroad was opened fully, they have taken no trouble in the premises, and have lain supine and idle when at least they might have been informing themselves as to the nature of the trade they covet, and the best means to be taken for securing it. The Salt Lake traders are keen business men, and they have noticed and remarked upon the indolence on the part of San Francisco. When agents of our firms call upon them, and offer goods at gold prices which Chicago is selling at the same rates in currency, it does not speak very highly for the acuteness of the merchants who make such propositions, and it certainly shows that they have taken a very little trouble to inform themselves as to the state of the trade. There is little doubt that we can command the Utah trade for heavy imported goods, woollens, California wines, fruits, and several other classes of goods. In most of the home-manufactured articles, however, Chicago will maintain the ascendancy, and in a large number of articles the question of freight must settle the business. The Utah merchant is perfectly willing to pay \$10 for a California article which Chicago offers him for \$7, if California can deliver it to him at \$12, while the freight from Chicago raises its cost to \$14. Here is where the Central Pacific Railroad must step in and help us. There is no reason why the enhanced prices of San Francisco goods should bar them out of the market, so long as the company puts its freight charges at such rates as will enable our merchants to deliver cheaper than Chicago can do. Perseverance, promptitude, tact and judgment, are however very necessary aids to the enterprise upon which the business men of San Francisco are about to enter. Above all let them acquaint themselves thoroughly with the price lists of Chicago; and then, having arranged their own upon as moderate a basis as their necessities will permit of, with the aid of the Central Pacific Railroad Company they will be likely to do well in their relations with Utah."

A PRESBYTERIAN clergyman, by the name of Davidson, a *reverend*, so called, has been preaching lately before the Theological class at Xenia, Ohio, about lost souls and the hell to which, according to his belief, they go.

"It is an unspeakable, terrible thing for anyone—for even a youth or a heathen—to be lost. Nor is this all to those who suffer least. It is not only the loss of all, and a horrible lake of ever-burning fire, but there are horrible objects, filling every sense and every faculty; and there are horrible engines and instruments of torture. There are the 'chains of darkness,' thick, heavy, hard, and smothering as the gloom of blank and black despair—chains strong as the cords of Omnipotence, hot as the crisping flames of vengeance, indestructible and eternal as justice. With chains like these, every link burning into the throbbing heart, is bound, each doomed, damned soul, on a bed of burning marl, under an iron roof, riven with tempests, and dripping with torrents of unquenchable fire.

He proceeds: "Nor is this all. Unmortified appetites, hungry as death, insatiable as the grave, torture it. Every passion

burning, an unsealed volcano in the heart. Every base lust, a tiger unchained—a worm undying, let loose to prey on soul and body. Pride, vanity, envy, shame, treachery, deceit, falsehood, fell revenge, and black despair, malice, and every unholy emotion, are so many springs of excruciating and ever-increasing agonies; are so many hot and stifling winds, tossing the swooning, sweltering soul on waves of fire. And there will be deadly hunger, but no food; parching thirst, but no water; eternal fatigue, but no rest; eternal lust of sensual and intellectual pleasures, but no gratification. And there will be terrible companions, or rather foes, there. Eternal longings after society, but no companion, no love and no sympathy there. Every one utterly selfish, hateful and hating. Every one cunning, false, malignant, fierce, fell and devilish."

With what terror must a congregation, composed in part of women and children, listen to such horrible preaching as this! No wonder they shudder and weep and fall into convulsions. The wife of a member of Congress from the State of New York recently went suddenly mad through the preaching of an orthodox minister. If it was like this sermon of Davidson's, it is not surprising. Such men preach damnation and not salvation. They would try and make innocent children believe that they are condemned, are under the wrath of God and hell-bound, unless they should be converted. Such doctrines are more antagonistic to God and the gospel of Jesus than many of the teachings of the pagans.

## Correspondence.

TAYLOR'S MILLS

OGDEN STATION, May 16, '69.

*Editor Deseret News:*—Vice Presidents T. C. Durant and Sidney Dillon, and Director John Duff, the committee to represent the U. P. R. R. at the laying of the last rail, took their departure from Echo, accompanied by Col. Silas Seymour, consulting engineer, for New York city, also Col. A. J. Hopper, to Omaha; Capt. J. W. Davis to Cheyenne and Gen. Ledlie, of the firm of Ledlie & Corse, bridge builders, to Chicago, on Thursday evening last at 8 o'clock. Besides their official capacity as company delegates to the Promontory demonstration, they were also authorized in behalf of the U. P. Company to transact any important business that might be necessary. This was especially in view of a transfer of the road to Ogden to the C. P. Company. This transfer, however, was not made, for the reason that the U. P. demanded the cash for their road, while the C. P. proposed to pay for it in bonds. There was therefore no sale of road, as was expected. Congress, however, has adjusted the controversy between the two Companies by providing for the payment of Government subsidies to the U. P. as far as the juncture on Promontory Summit; the purchase by the C. P. of the road from the point of juncture to Ogden; and fixing the juncture "at or near Ogden." Before any definitive sale or transfer can take place, a thorough examination, measurement and estimate of the work done by the U. P. will be made by the C. P., which may occupy months. In the meantime the U. P. are pushing on the erection of their stations, warehouses, section-houses, baggage houses, &c.

On Monday, the 17th inst., I am informed by Mr. Compton, the Company's ticket agent here, the Company assume control of the entire line to the summit of the Promontory; and Promontory City will be the junction *de facto* for the time being. Through freight and passengers will be carried direct to the Promontory, thence by the C. P. to the Pacific. Freight for Salt Lake City, instead of being billed for Wasatch, as heretofore, will be delivered by the company at this (Ogden) Station.

This new phase of Railroad matters will for the time at least give the Promontory all the importance its prominence of position would seem to indicate. The U. P. are about erecting there a commodious hotel, together with its appurtenances, appointments, incidental, besides their stations, section-houses, &c. The C. P. will no doubt find it expedient also to do something handsome there by way of building for their own and the public accommodation. The cry now is, "Ho! for the Promontory!"—no place like the Promontory! While writing this morning in the ticket office, in the rush for passage to the west by next train, I heard but one person ask for a ticket elsewhere.

The Devil's gate and Stranberry Ford bridges are yet *infirm*, especially the former. Trains are pushed over with-

out their engines. There is considerable delay in consequence. The latter bridge is becoming "convalescent," under a vigorous mauling by some fifty stone-masons in the abutment regions. Hemp is brought largely into requisition to prevent the bents of the Devil's Gate temporary from going below. Some of the ladies on last evening's westward bound train became frightfully nervous while the train was slowly conducted across it.

The various branches of the Construction Department are being expeditiously concentrated at Echo, preparatory to a general suspension. M. T. Seymour, Esq., who has had charge of bridge and mechanical structures, will close up his accounts the ensuing week, and, with his family return to New York via California. Mr. S. justly prides himself in never having been overtaken by the track-layers—the only person occupying his position who has been able to avoid this dilemma.

The Company are passing their employees, also those of sub-contractors, over their line in great numbers. The Casement's immense outfit has just passed this station, going up the cañon. In a day or two they will take their train eastward to lay the 7 miles of permanent track at head of Echo, and through the tunnel there; thence to lay the Denver Branch track, the grading of which is already done. They have sold their large warehouse at Echo to Bishop Richens, for the Henneferville Co-operative Institute; also a large quantity of merchandise.

On Wednesday night last, 12th inst., at the Perks House, Echo, Sub-contractor Lewis Carmichael, Esq., was presented, by his friends, with a set of solid coin silver plate, the New York price of which was \$5000.00. The server alone weighed 14 lbs. Troy. It was truly a gift worthy of a prince. O. C. Smith, Esq., Paymaster U. P. R. R., made the presentment speech. Mr. Carmichael expressed his gratitude in very few words.

The presentment to Mr. Carmichael was followed by that of a magnificent gold watch and chain to Paymaster Smith, also a costly diamond-mounted gold watch, chain, with several elegant charms, a costly moss-agate ring, and a superb set of gold sleeve-buttons, to Mrs. Smith, by the hand of James H. Brooks, Esq., Mr. Carmichael's partner, in behalf of their friends.

Immediately following, Mr. Smith presented Mr. Brooks with a magnificent gold watch and chain; also to Mrs. Brooks a set of moss-agate gold earrings, brooch and sleeve-buttons.

The presentation of the watches and jewelry was a complete surprise to all the parties and caused feelings which could find no adequate expression in words.

To witness the presentation, some twenty ladies, besides about double that number of gentlemen were invited. Supt. Reed and wife led the column of guests into the presentation room. Ezra Gregg, Esq., Warner & Whitman's Superintendent, did the reception honors with genuine California dignity. It was an occasion of tangible expression of friendship between gentlemen and ladies of true worth, whose associations in camp life and in sharing the toils and responsibilities of preparing the way for the "lighting train," have ripened into profoundest regard and admiration.

Business is growing rapidly at this point. I am just informed that the ticket agent here has been awarded a clerk and baggage-master. That is what the boys here term "business." Among other indications of progress, also, I must not omit to state that G. G. R. Sangiovanni, late editor of the "Cactus," St. George, Utah, Dixie, has turned his attention hitherward and exhibits much taste in catering for the traveler. None need be amazed, if Ogden Station should continue to grow and prosper, to hear of the starting of the "Willow" from the banks of Taylor's mill-race. The "Cactus" was first to publish the overland dispatches outside of Salt Lake City. The "Willow" may yet find ample field in "whipping the devil at his own game," around Taylor's Mills, where stumps are rare.

The passenger trains bring with them authorized news agents, who deal in newspapers, magazines, etc. The first gentleman on the line in this capacity is "Jenks" W. Howard, Esq., a practical printer and one of the most accomplished gentlemen I have met for many a day. He pays the P. R. Co. \$1000 per annum for his agency on their trains. His versatility is only paralleled by his urbanity and inimitable good nature. On the way down from Echo

through Weber Cañon, he earned the gratitude of every intelligent passenger on the train by his timely announcement of the salient points along the line. "Head of Narrows, Weber Cañon, precipitous rocks 2000 feet high, and 1000 Mile Tree, on the left!" he cried, passing from car to car, as the train approached Wilhelmina Pass. "Tunnel No. 3, 500 feet through!" "Tunnel No. 4, 300 feet through!" "Devil's Slide, 300 feet to Summit!" "Head of Round Valley!" "Morgan!" "Mountain Green!" "Weber Rapids and Devil's Gate!" "Mouth of Weber Cañon!" "Deseret Station!" "Taylor's Mills, Ogden Station; 3 miles by stage to Ogden; 55 miles to the Promontory!" The verdict of every passenger is that such announcements would one hundred fold enhance the interest and romance of travel through the Rocky Mountains; which simply means money in the coffers of the Pacific Railroad.

A delightful shower has this moment rarified the sultry air; and, with a "poic" hard by, overlaid with the inspiration of the occasion, in ecstasies to add his mite, I will conclude.

"The birds again do whistle on the breezes,  
The cooling dew-drops sparkle from the trees;  
A sluggish vein we stop or ere it freezes,  
For everybody here pays homage as he sneezes,  
To

ANON.

WILLARD, MAY 18th, 1869.

*Editor Deseret News:*—Ever since the great highway has taken upon itself the responsibility of carrying the mail through this section it has been a continual source of annoyance. We hear by telegraph of some occurrence in Salt Lake City perhaps, and of course are curious to learn particulars. We rush to the Post Office, expecting gratification from the esteemed EVENING NEWS, but in two cases out of three of late we have found no papers, all the satisfaction we can get is that "the mail sack came again empty."

We have tried to find out the cause of all this trouble but have not been ever successful; all we know is that the mail matter for Willard is supposed to be transferred from W. F. & Co's coaches at Ogden to the U. P. R. R. cars, by which it is supposed that the mail is carried to that elegant burg Corinne, from which place it is again supposed to be taken by some kind of contrivance to Brigham City, in the old '49 fashion, "pony express," there being a good deal more *Pony* than *Express* about it. Of this part of the concern, however, we suppose we have no reason to complain as it is as good if, not better than the other part, which is doubtless owing to the color of the rider.

Instead of improving, this trouble may increase; still, we have some consolation in the assurance that it is hardly possible for it to be worse.

We have been as much as seven days behind in letters from your city; at present we are about three days behind. If our mail facilities are not attended to a little better shortly, somebody will get "Hail Columbia." The fault is not in the office at this place, so some of you fellows look out for "There's a chiel amang ye taking notes an' faith he'll print 'em."

Enough on mails—now about the females. The Relief Society is a success. The Society have heaped together means enough to start in silk culture and have made considerable headway in the business, and have lately opened a store with goods purchased chiefly by the surplus means of the society. The merchandising bids fair to be a success also.

The people here, generally feel well. If the paymasters of the U. P. and C. P. would hand over the "stamps" they would not feel any worse though. "One word more and I am done." Some few weeks ago the engine was passing, a boy, who was walking ahead of it, took no notice and stood on the track until the engine came so close to him that a [man on the cow-catcher] reached him with his hand and pushed him off the track. The boy, who is noted all around here for his eccentricities, boasted that "If that fellow had let me alone I'd a stopped the old thing, you bet!"

Success to the "Evening;" if this reaches short of a week you may conclude that the mail facilities are

IMPROVING.]]

## READ THIS.

THE PEOPLE'S TRADING STORE,  
TOOELE CITY,

Corner of Main & Vine Sts., H. S. Gowans, Agent.

KEEPS constantly on hand a large and choice assortment of DRY GOODS and GROCERIES. Also PROVISIONS of every description. Travelers to WHITE PINE and elsewhere can be supplied on reasonable terms.

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