

The Pittsburgh Merton Railroad.

THE "LITTLE COTTONWOOD" SCHEME—IS THERE A SNAKE IN IT AND DOES IT MEAN AN ANTI-MORMON CHARGE?

In yesterday's *Evening Leader* mention was made of the fact that quite a number of prominent Pittsburgh politicians and others had associated themselves together for the purpose of forming a railway company in Utah territory, and that General Negley was urging the passage through congress of the act granting them a charter. This scheme, it is alleged, has been very carefully "set up."

A gentleman, who, a little over a year ago, was, perhaps, more prominent than any one else in city politics, has, it is alleged, made several trips to and through Mormonism for the purpose of organizing the project.

[Here an abstract of the bill is given, see yesterday's NEWS.]

The above bill looks innocent enough on its face, and, for aught we know, it is innocent. It is evident at a glance, however, that there is room for a "snake" in the fifth section, and, in fact, no one will be surprised at the insinuations contained in the following extracts from the Washington correspondence of the New York *Tribune*, which we quote in a concise form, the very same rumors about this company, which are current in our streets:

Mr. Negley has before the Pacific railroad committee a bill to incorporate a number of gentlemen of Pennsylvania in the Little Cottonwood railroad company of Utah. The section of the bill gives the company in fixing the location, building and operating the road all the powers, privileges and franchises granted to an act of congress of 1861, to aid in the construction of a railroad and telegraph line from Salt Lake City to Ogden. This section of the bill is very ingeniously drawn. On its face it does not appear that any subsidy or land grant is given to the road, but a reference to the California and Oregon bill shows that the rights, etc., contained therein, and given to this company, include among other things the land grant of five or six alternate sections on each side of the road. The inquiry of the measure is still more apparent when it is proved that the Mormons have already surveyed and are rapidly building a road over this line, seven miles having been completed within a few months. Delagacy Hooper has as yet been unable to secure the attention of the House to the bill, and given to this road simply the right of way through the public lands.

If the *Tribune* then is correct we have a rather serious piece of "subsidy" jobbery, and the bill in question is one which ought not to pass, and our congressmen ought not to urge its passage. But the land grant features of this bill are not, it would seem, the worst part of it. If the *Tribune's* information be reliable, the scheme is a gross piece of injustice to the Mormons, as it is in effect an attempt to give a United States charter to cover and extinguish a charter at present granted by the territorial legislature, and to "cabbage" the road which the Mormons have already commenced to "develop" Utah. It is more than hinted that the present anti-Mormon agitation which brought forth yesterday morning a message of urgency against the Mormons from the President, and which may culminate in harsh measures and possibly bloodshed, was gotten up to further this Little Cottonwood scheme, and one or two other similar operations of the same character, of all of which Gen. Negley seems to be the champion. The report comes from Washington that that now famous interloper, General Negley and Messrs. Clagett and Merritt, territorial delegates, had with President Grant, was what influenced the President's mind to commence the crusade against the Saints, which he seemed to be determined on. Certain it is that it was out a day or two afterward, when all the troops at the South were ordered to hold themselves in readiness to march to Utah—*Pittsburgh Leader*, Feb. 16.

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