

cover about that distance and an engine; and there the work stood when Mr. Young made a proposition last fall to buy the contract. His offer was accepted and the transfer made in February last, but owing to the various complications in which the matter had been involved, work has been considerably hampered. Now, however, earnest progress is being made, and the contract is let for 125 miles of grade, to be completed by September 15, 1891. About seventy miles of grade is now ready for the ties, while a hundred men and teams, besides a large force of Mexicans with the shovel, are pushing the work with vigor. As a promoter of the enterprise, Bishop Wm. Derby Johnson, Jr., of Diaz, stands next to Hon. John W. Young, and his object from the first has been to give employment and bring prosperity generally to the Latter-day Saints in Mexico.

The track is to be of standard gauge, sixty pound steel rails, and track-laying will commence at Deming not later than July 1, 1891. As a voucher that everything about the road will be strictly first class, it is only necessary to state that your fellow townsman, J. Fewson Smith is the chief engineer of construction.

Through his agent, Bishop William Derby Johnson, Jr., Mr. Young will have full control of this line of railway; and besides this, he has an option from the same parties on 2,500,000 acres of land, extending from the boundary line between the United States and Mexico, to south of Casas Grandes, a distance of about 150 miles. Along with this tract of land, Mr. Young will obtain a colonization concession under which settlers on the lands mentioned will receive from the government privileges of considerable importance. These sales to and contracts with Mr. Young have received the sanction and approval of the Mexican government officers, who have pledged themselves to confirm them to him, or to ratify any transfer he may make of them.

Taken all in all, therefore, the condition of the Latter-day Saints in Mexico, is one of peace, contentment and prosperity.

L. A. WILSON,
LAS PALOMAS, Mex., via. Deming,
N. M., May 29, 1891.

A TRIP SOUTH.

For the purpose of gathering historical information in the Sevier and Panguitch Stakes of Zion, I left Salt Lake City on the 23rd inst. and traveled by rail 125 miles over the Rio Grande Western Railway to Manti, the present terminus of the Sevier Valley branch of this road.

Leaving the main line at Thistle station, in Spanish Fork canyon, sixty-five miles from Salt Lake city, the Sevier branch takes up Thistle creek, and follows that stream to Thistle valley, in which the village of Indianola is pleasantly situated, about one and a half mile east of the track. From Indianola station, which is sixteen miles from Thistle, the grade is quite heavy for a distance of nine miles, when the summit of a divide separating Thistle valley from Sanpete Valley is reached. From that point the road winds on a steep down-

ward grade along the side of the foot hills, and then crosses the Sanpete river near the village of Milburn, which is twelve and a half miles from Indianola by rail. Proceeding five miles further along the east bank of the Sanpitch river, the train stops in the east part of the town of Fairview, and then passes on seven miles over an easy grade to the city of Mount Pleasant, where the railway company has built a fine station, immediately south of where the track crosses the county road leading into Moroni and Fountain Green.

Mount Pleasant looks beautiful, clothed in its spring dress of lovely green, and I noticed considerable activity around the depot which would indicate that this town of Sanpete is taking advantage of its railway facilities which she has been wanting so long.

Passing through the city on the lower street our train speeds through Mount Pleasant fields in a southwesterly direction for nearly five miles, when we stop again near a road crossing about one and a half mile southwest of Spring City. That town, on account of its peculiar situation in a cove-like valley, separated from the main valley in part by a low spur of hills, could not easily be brought in close proximity to the railway track; hence the distance between the town and the nearest point on the road, where a small town will be erected.

After traveling ten miles further we come to Ephraim, where a fine depot building is in course of erection on the lower street on the west edge of town.

Proceeding six miles further we arrive in Manti, the Temple city of Sanpete, and our railway journey is ended for the present.

Here, also, the railway company have built a fine and commodious depot in the west part of the town.

Since 1868 I have paid frequent visits to the towns enumerated, but this is the first time I have reached them by rail, and for one I appreciate this more comfortable and speedy mode of transportation by rail. I never saw Sanpete valley look more lovely than it does this spring. When I first visited the settlements there the primitive log houses and small adobe dwellings lay intermixed with corrals and stacks, without trees or shrubs to give variety to the scenery, but now the stately shade trees and beautiful orchards almost hide from view the fine brick and rock buildings with which the cities and towns of Sanpete abound, and the stacks and corrals are almost entirely secreted behind the green foliage. Also the grain and lucern fields and the native meadows appear unusually green and lovely this spring.

From Manti I proceeded by team to this place, 48 miles, passing through Pettyville, Mayfield, Salina and Aurora on my journey. The railway track has already been laid three miles beyond Manti, and would have been extended to Gunnison before this time had the tracklaying not been delayed on account of a heavy cut through a range of hills northwest of Pettyville. This obstruction has been overcome, and the track for the next few days will be laid at the rate of about one mile a day. The grading is nearly completed to Salina, which will probably be the terminus of the road, before the end of June.

The settlements in the Sevier valley, like the Sanpete towns, look altogether different from what they did a few years ago. The people being convinced by practical experience on a small scale that fruit trees of different kinds, and all sorts of shade trees, would do well on the Sevier, notwithstanding the frequent heavy winds which were sweeping through the valley, went to work years ago and planted extensive orchards and also lined their streets with choice shade trees. These have now grown to a considerable size, and thus changed the appearance of the settlements. Richfield in particular appears like a forest in the wilderness, as the traveler approaches from the north. Straight rows of beautiful poplars line nearly every street, and fine fruit bearing orchards surround a large number of the dwellings.

A very interesting and spirited Stake quarterly conference closed here last Monday, Apostles Lyman and Lund and other visitors from a distance being present. Most of the meetings were held under a bowery built near the "old hall," which it is hoped will soon have served its purpose as a meeting house, as the Saints of the Sevier Stake are now busily engaged in erecting one of the finest and most commodious Stake houses in the mountains. The walls are already up above the windows, and will be finished before long; it is doubtful, however, that the building will be placed under roof this winter.

All the settlements in the Sevier valley exhibit thrift and prosperity, and the prospects for good crops both here and in Sanpete valley are very promising.

Leaving Richfield yesterday morning with a light horse-team I traveled forty-five miles by way of Invorury, Monroe and Marysville to this place, which is the county seat of Piute County, but not a large town, as a glance at West's map of Utah would at once suggest. Junction consists of two small villages, of which West Junction, (formerly known as the City Creek branch) contains about sixteen families, besides a few others living on farms and ranches in its immediate vicinity, and East Junction (known also as Kingston) has less than half a dozen families in the townsite, while a few live in a scattered condition round about. West Junction has a pleasant location about one and a half mile west of the junction of the east and south forks of the Sevier river, while the East Junction townsite is in the forks of the river near East Fork canyon about three miles to the southeast. Bishop Rufus A. Allen lives near the latter place; he presides over the junction ward, which embraces all the Saints living in both places named, as well as those who compose the Marysville branch and a number of families being on ranches at different points along the river, and on the creeks emptying into the same. Bro. Jared Taylor presides over the branch at Marysville, which consists of about a dozen families.

Immediately south of the Junction ward is Circle valley, which was settled by the Saints as early as 1861, and has a sad history from the time of the Blackhawk war of 1865-67. During this war the settlers lost nearly all their