

THE CELEBRATION YESTERDAY.

THE celebration of the completion of the Pacific Railroad came off in this city, yesterday. The weather was splendid and all classes of citizens seemed to be in earnest in participating in the proceedings. As noon drew near, —the hour appointed for laying the last rail connecting the U. P. and C. P. lines —the people seemed to be on the tiptoe of expectation for the promised signal, by telegraph, from the committee appointed by the Municipal Council to represent this city at Promontory Summit.

At about thirty-two minutes past 12 o'clock, city time, the promised signal came, and directly the national flag was unfurled in various places, the brass and martial bands, stationed at advantageous points, struck up lively airs, and salutes of artillery were fired from the Court House, City Hall and on Arsenal Hill, giving warning to the citizens in every direction that the great work was accomplished. The principal business places, stores and manufactories were closed, and work suspended for the rest of the day. In about an hour's time, the citizens began to assemble in the New Tabernacle. At two o'clock there were between six and seven thousand present.

On the Stand were His Excellency Governor Durkee, Hons. G. A. Smith, John Taylor, Wm. H. Hooper and Jno. M. Bernhisel; also Gen. J. A. Clarke, Bp. Edward Hunter, and the Committee of Arrangements, Aldermen S. W. Richards, A. H. Raleigh and Gen. R. T. Burton.

The Assembly was called to order, and Captain Croxall's brass band played "Hail Columbia."

Hon. Elias Smith was elected President of the meeting, A. M. Musser, Esq., Secretary, G. D. Watt and D. W. Evans, Reporters, and Col. J. C. Little Chaplain.

After prayer by the Chaplain, the following gentlemen were appointed a committee to draft resolutions, expressive of the sense of the meeting on the completion of the Pacific Railroad: Gen. J. A. Clark, U.S. Surveyor General for this Territory; Col. W. S. Godbe, Hon. J. M. Bernhisel, A. W. Street, Esq., City Postmaster, and Col. J. C. Little.

Major D. B. Huntington's martial band played "Mill May."

His Excellency, Governor Durkee, was then introduced to the assembly, and made the following remarks:

Mr. President, Ladies and Gentlemen: I am happy to meet so large a gathering on this interesting occasion. I am not yet rested from the fatigue of a long journey, and but ill prepared to address you; but the occasion is so glorious and full of interest that I feel it a privilege to say a few words. We meet to celebrate a great event in connection with the history, progress and development of the United States of America.

The fathers of the Republic were patriotic and progressive. They established a liberal and free government—free for enterprise, energy and progress, and we have availed ourselves, to some extent, of the high privilege bequeathed to us.

We have reason to be thankful to the Great Author of our being for the lot that has been cast for us. We meet to celebrate the completion of the Pacific railroad. It is truly a glorious occasion.

I am a firm believer in the principles of free trade among the people of the whole world. They seem to eradicate prejudice, to enlighten the mind and to build up the intellect.

A people shut up in a new country— isolated from their fellows, are blockaded, as it were, to progress, but when they mingle with each other their views change and they become aware of the fact that all men belong to one great brotherhood and family, and have one universal Father. And when we feel this we are ready to take every man by the hand and call him brother, regardless of blood and nationality.

I know that some are of the opinion

that trade and commerce bring vice and sin, but it is my belief that they tend to social and intellectual culture—commerce is really a civilizing agent. For what did God make the ocean and variety of climate? It was for the elevation of man and to fit him for his glorious destiny. We are here to celebrate the laying of the last rail, connecting the Atlantic with the Pacific. The men who have persevered in advancing and completing this gigantic work are entitled to great praise. There is another class who should not be forgotten—the men who pioneered the way here when there were dangers and hardships to overcome.

I have great faith in the future. I believe as a nation we cannot go backward, no matter what may be the motives of men; we shall advance in intelligence, refinement, knowledge and happiness, which is the great ultimatum of human existence. Here we are, comparatively speaking, in a wilderness; but in a few years cities will spring up on every hand, and the Rocky Mountains will teem with a population of millions, who will look back on this day and call the pioneers, and the projectors and builders of the Pacific Railroad, blessed.

We live in an interesting period of the world's history. We are setting a great example. We have a free government and free institutions; and their influence is felt not only in the United States but throughout the world. The struggle through which the Republic has just passed shows that we are capable of self-government and that the rights of all men must be respected.

I would like to go into the details of the vast results that will follow the completion of this great work, but I am not prepared to do so. I know that the subject is full of importance to us and coming generations.

Mr. Chairman, I am grateful for the opportunity to express a few hasty remarks on this memorable occasion. I hope others are prepared to elaborate to the fullest this interesting subject.

Brass band played "Railway Medley."

Hon. John Taylor, being introduced, made the following speech:

In meeting together to celebrate an occasion like the present, we are acting in unison with millions of our fellow-men who, to-day, and at this hour, are engaged in commemorating one of the greatest events in American history. The enterprise which has just been completed is one of the most magnificent and important of its kind that has ever been accomplished by man on the earth, whether we refer to the magnitude of the work, the rapidity of its progress and consummation, or the stupendous results accruing therefrom. It is a work which interests not only the denizens of Utah, but the citizens of the United States and of all the world, spanning, as it does, a mighty continent, uniting the Pacific and Atlantic oceans, opening up direct communication between Europe and Asia, and controlling the trade, commerce and travel of their nations.

When we reflect upon the events that have transpired in regard to the progress of science during the last thirty or forty years, and then witness its culmination in the completion of this great enterprise, we see something so stupendous about it that we can scarcely find words to express our sentiments or give vent to our admiration.

I can very well remember the time when there was no such thing as a railroad in existence. I rode on the first that was ever made, soon after its completion; that was between Manchester and Liverpool, England. Now they spread like a network over England, France, Germany and all Europe; permeate every available place in the United States, and this is the last grand link in the mighty chain.

I can remember the time very distinctly, when there was no such thing as gaslight, and when the people had to plod along the streets at night by the dim light of a lamp. I can remember the time when there were no such things as steamboats in existence, when the ocean had to be traversed exclusively by sailing vessels, and when boats had to be rowed along the rivers against the stream or drawn by horses. Now our leviathans traverse the ocean with its raging waves at pleasure; while thousands of magnificent palaces float on the bosoms of our rivers and distribute their argosian cargoes to every part of the land. All of you remember the time when there were no telegraphs in operation, and when the idea of conveying thought from one city to another, and from one continent to another by the

aid of electricity, instantaneously, would have been considered magic, superhuman, and beyond the reach of human intellect, enterprise and ingenuity. Yet these things have all been accomplished in our day. In former times, if a man wanted his portrait painted he had to search for an artist of talent in order to get a pretty fair specimen of his own face or figure, and had to sit for hours; now it can be accomplished in one instant of time by the science of photography and the various phases it has assumed,—making the light of the sun develop the human countenance or figure, or landscapes of different varieties with infallible accuracy.

All these things seem to have been brought into action in a very short time. The great changes that have transpired in our day are wonderful to reflect upon and exhibit a great development in arts and science, the expansion of the human mind in the march of intellect, and point to the development of yet greater conquests over the elements of the earth.

A few years ago a number of us left what was then called the United States, and came out here into the wilderness. We came with oxen, and for years it took from three to six months to have intelligence conveyed from the States here, for it was brought by ox teams. It was not thought then, by the inhabitants of the eastern States, that any such thing as a railroad or telegraph line would ever pass through this desolate, barren, and, I was going to say, God-forsaken region. It is true that as we came along here some of us talked of the practicability of the thing, and sometime after, when we were organized in a political capacity, we sent a petition to Congress representing to them the feasibility of a railroad, and requested their attention to it. I believe it is in the programme that that petition shall be read over in your hearing to-day. (Applause.)

The citizens of Utah have always been interested in anything that would tend to human improvement, to the development of the arts and sciences, the extension of trade and commerce, the shortening of space or anything calculated to benefit humanity; consequently, as they charged us, you know, with being prophets, we began to prophesy about a railroad being built through these mountains. But many of us could scarcely believe our own predictions in relation to it, or that they would so soon be realized.

As time rolled on this project began to gain influence over the minds of men, and they began to reason about it, to write about it, and to speak about it; by and by it got into Congress, and finally a bill was passed for making a railroad across this vast continent.

Some time ago a telegraph line was made that was capable of uniting England and the United States; and as we had found an El Dorado here in the West, where great nuggets of gold and silver were found in every direction, the idea began to crawl into men's minds that it might be possible to unite the eastern and western portions of this continent with an iron chain, and to marry the Atlantic and Pacific oceans. At first it seemed like a dream; but now the thing is accomplished; the last rail is laid, the last spike driven. (Applause.) I think I am right in stating this. Our committee informs me that they have got the information that the last tie is laid, the last rail put in its place and the last spike driven. (Applause.) And, very emblematically, coming from the land of gold and silver, they have brought a silver mounted tie and bound it together with a spike of gold, (applause) emblematic of the wealth that this railroad would introduce; for, as His Excellency the Governor has very properly said, everything that tends to facilitate the intercourse of man with man has a tendency to promote the wealth, happiness and well-being of the nations, and of the world.

The construction of this road has been a work of immense labor. Many of you whom I see here, know about it; you and I have been there and helped to do it. We have taken the spade and shovel, the pick, plow and crowbar; we have toiled and delved into the ground, riven the rocks asunder, torn down the mountains, levelled the valleys and made a pathway for the "iron horse." (Applause.) I feel proud of the position that we occupy in relation to this matter. They talk sometimes in Pennsylvania, about that State being the keystone of the United States. It is said, by some, that Utah holds the keys of this continent; but in relation to this railroad we may very properly call Utah the keystone; it is certainly the grand centre. (Applause.)

The intrepid and energetic prosecu-

tors of this magnificent enterprise, east and west, have been vying with each other in ascending the rugged paths which lead to our mountain home. The great struggle with each has been to reach Salt Lake Valley first. Congress, after deliberating upon it, has decided that "at, or near Ogden in Utah must be the junction." Here is placed the great key-stone, uniting and perfecting the grand arch which spans the continent. The magnates of both divisions have met and placed the last tie, laid the last rail, and driven the last spike in Utah, thereby completing the grandest engineering and mechanical achievement of the nineteenth century. Now the "iron horse" from the Atlantic, leaving the east, can traverse unobstructed the great western plains, dash through our mountain gorges, defy the rugged heights of the Sierra Nevada, and lave his smoking nostrils in the peaceful waters of the broad Pacific!

I am not disposed to enter, at this time, into a disquisition on the great benefits that will accrue to trade and commerce, and the increased intercourse that will be opened up, not only between one part of the United States and another, but between far-off western and eastern nations. But I will say that I am proud to see that America has taken a step, which is foremost among the nations of the earth, in accomplishing one of the most gigantic enterprises that ever was entered upon by man. (Applause.) I am proud to say, notwithstanding the howling and fault-finding that we have heard lately from Washington and other parts, to the contrary, that the railroad is a good one; that it has been well constructed; that great wisdom, intelligence, foresight and engineering talent have been displayed in its construction; and in speaking to-day with Hon. W. H. Hooper, who has just passed over it, he tells me that three-fourths of the road from Omaha to this city is the best road he ever traveled on; (applause) and not only so, but that it is the best equipped road, and that the facilities for traveling in comfort are equal or better than any he has met with in any part of the United States.

I take great pleasure in saying this, because of some scurrilous reports I have read in the newspapers, and I wish, here, to enter my protest against these things and to testify to their falsity. I have not traveled over the whole of the road myself, but I know it, so far as we are concerned in it, I take from the head of Echo right down, through the Weber—the roughest part on the whole line—I do know, myself, from personal observation, that there never was a better grade laid in any country in the world. (Applause.) I have heard the same statement made by hundreds of others who have passed along it. It is impossible for any one to make a better or more even road than that through the rough Cañon of Echo and the still rougher Cañon of Weber.

I wish to speak a little further on this subject, because I am now speaking of things that I know, and which have come under my personal observation. I know that the bridges built on this road by Sharp & Young and by myself, for I have built some seven or eight, contain as good masonry as you can find on any railroad; and I know they are not slightly put up. I have been called upon, time after time, when the foundations were being laid, and the ground was not considered sufficiently solid, to tear them up again and have them laid deeper, until they were considered sufficiently strong and permanent. On low grounds I have been instructed to place in brush and rock to strengthen the grade, and great pains have been taken to embank the rivers with rock to protect the grade; large canals have also been cut to convey the waters of the mountain streams to the rivers, whereby they might be more easily controlled. It may be said, however, if that is the case, what is the reason that some of these bridges on the Weber are giving way? I would remark that these are simply temporary bridges; they were placed there only until more permanent structures could be erected in their position. Some may say, was not this an unnecessary outlay? Certainly not. It was requisite that these, or just such structures, should be placed there, whereon to build the permanent bridges; they were required to steady their work and place the permanent bridges in position. I do not profess to be an engineer, but I do profess to understand this; and I say, if the Company have been delayed in accomplishing all they desired, I think, when the magnitude of the work that has been accomplished and the short time in which it has been done, is considered,