

num, guaranteed on \$600,000 three years, Dr. \$90,000. By increase in the revenue produced by the enterprise, Cr. \$110,000. To balance net gain in cash \$20,000.

Add to this net gain of \$20,000 the in every way happy and prosperous people, made so by railroad and telegraph communication with the rest of the civilized world, and you will have accomplished a work of which the people might well be proud.

You may conclude from the foregoing that either of these plans is feasible; the cost, all will admit, is very slight, but remember I have made my estimates from personal experience, and my figuring is on the basis of a three feet, not 4 feet 8 inch, gauge.

An advocate of the latter class of roads I can very well understand would object to the former gauge. The battle of the gauges is being quietly but well fought, every inch, every point is being contested. Science combined with actual experience will demonstrate, if they have not already done so, which is the most useful.

So far as my personal knowledge extends regarding the matter, I find but five material points to consider—1st—Safety; 2nd—Capacity; 3rd—Speed; 4th—Durability; and 5th—Cost. This being the case, according to my view, if a 6in. gauge be safe, has sufficient capacity to carry the trade along its line, can attain speed to satisfy the demand, has durability and can be constructed, operated, and carry the traffic at less cost than a wider gauge, I should certainly adopt it. I must confess I am unable to see the use of a large coach with six horses attached when a small light one with two horses can carry all the passengers as cheaply and as speedily.

I will give you a few comparisons drawn from actual experience, and demonstrated beyond question by the best engineers in the world. 30 pound iron is usually used on the three feet, and fifty-six pound on the four feet 8 1/2 inch gauge; the weight of the largest locomotives for the former is about 17 tons, distributed usually on six driving and two boggy wheels—say the latter support two tons, leaving 15 tons on the six, or 2 1/2 tons on each driver. Now on the four feet, 8 1/2 inch gauge, the locomotives used weigh from 30 to 60 tons, but the former weight will answer, as it is generally supported on four drivers and two boggy wheels—say the latter carry four tons, that leaves 6 1/2 tons for each driver. Now, gentlemen, which will wear longer, 56 pound iron with a constant blow of 6 1/2 tons, or thirty pound with a constant blow of 2 1/2 tons? Again, the box cars of the wider road, weigh about ten tons each, and carry ten tons, a pound of dead weight against a pound of paying freight. A box car of the three feet gauge weighs 4 1/2 tons, and carries 7 1/2 tons. A locomotive and train for 150 passengers on the wide road weighs one hundred and fifteen tons; on the narrow sixty-seven tons.

We have on the Utah Northern 17 ton locomotives which can draw as many net tons of freight up a 100 feet grade as any locomotive on the U. P. or C. P. can draw up an equal grade on their roads with their heavier cars.

A three feet gauge has sufficient capacity to carry in the same length of time all the freight and other traffic which those roads have ever carried and much more.

As to speed 35 or even 45 miles per hour can be attained with as much and I believe more safety than on the other roads—for trains being much lighter are correspondingly more easily controlled and therefore less liable to disastrous accidents.

To the superficial observer the necessary transfer from the standard to the narrow gauge roads and vice versa would appear an objection.

But, it is the prevailing practice even with roads of the same gauge to transfer from the cars of one company to those of another; for instance at Ogden where the Union Pacific, Central Pacific, Utah Central and Northern have their junction, I find that about nine-tenths of the merchandise centering at that point and carried by the three former roads of the gauge are transferred from one company to another. The reason for this is obvious. It gives better satisfaction to each company from the fact that the condition of goods received is then and there carefully noted, and therefore reclamation for any damage which may have occurred is easily traceable to the responsible

and proper company and thus, A. is not required to pay damages due from B. Now this being the rule it certainly does cost more to transfer from the standard to a narrow gauge car and vice versa than from cars of equal size.

True there is often through freight in straight lots, such as machinery, wagons, &c., which are not transferred at terminal points of railroads, but continue to their destination on the same cars perhaps over several distinct roads, but this, I believe, is the exception and not the rule. But even admitting that there is no real necessity for this transfer from company to company on roads of like gauge, I still claim that the three feet gauge has sufficient advantages over the other to pay all expense arising from that cause—that is, a train of say 200 tons net freight drawn a hundred miles on a narrow gauge road at the same tariff rate as an equal amount drawn over the same distance of the standard road would produce a net profit over and above all expenses and in excess of that produced by the latter to more than doubly pay for expense of transfer by the former.

No section of the Union should be more deeply interested in the "war of gauges" than Idaho, Utah and Montana. The distance over which the materials for their railroads must be hauled would make a tariff aggregating an enormous sum; if therefore a mile of road three feet gauge required only 47 tons of thirty pound iron as against 88 tons of fifty-six pound iron for the standard gauge, the saving in the single item of freight alone is not less than \$1,500 per mile, or a saving of \$255,000 on 170 miles.

Taking this together with forty per cent. less in cost of locomotives and cars with a like ratio in constructing, keeping in repair and operating the three feet gauge, and we have a showing in their favor which cannot well be gainsayed. From October 1st, 1873, to May 1st, 1874, we constructed about thirty miles of the Utah Northern railroad, and notwithstanding nearly half our line being new we have only employed one section man on an average, for two and a half miles of road, and yet it has improved daily and is at this time in very fair condition. The usual average on the broader road is, I believe, even after fully ballasted, one man to each mile of road.

I think therefore, all things considered, we of the interior must look alone to the narrow system of railroads for speedy and cheap transportation. The great cost of the standard gauge requires an excess of foreign capital, the interest on which would cause us to tax the resources of our Territories beyond all reason.

According to good authority the estimated net annual income on the railroads of America is five per cent on their cost. Had the three feet been the adopted gauge, the net profit on the same amount of traffic at same tariff rate would have exceeded eighteen per cent. of cost, which for the number of miles in use would produce a saving to our country annually of about seventy-five million dollars.

Having I think shown briefly some of the points of superiority of the gauge of which I claim to be only a humble advocate, I now wish to say a few words regarding the feasibility and indeed as it appears to me urgent need of a railroad from some convenient point on the Columbia river, perhaps from Umatilla thence through that magnificent country to and over the Blue Mountains southeast through the heart of Idaho to Boise City; thence to a connection with our road and a final junction at Ogden with the Union and Central Pacific Railroads.

In the meantime the Utah Southern standard, and the Utah Western, three feet gauge, are pushing southward, on, perhaps to a junction with the Southern Pacific Railroad, somewhere in Arizona Territory, one or the other, in its course, in Southern Utah, one of the greatest iron regions and most extensive coal fields in the world.

With these roads completed, what immense wealth is opened to our nation. The Blue Mountains of Oregon with hundreds of miles east and west I am told are densely covered with the finest timber known; the demand for which would with cheap transportation soon become immense. The distance from Umatilla on the Columbia river to Ogden I am satisfied does not differ in any exceed 600 miles; and with a railroad in active course of construction from either point with the view of connecting both, the people of Oregon, would soon, if deemed necessary, run a railroad from Portland to Umatilla. With all this accomplished what would be gained? And would it pay?

Between 5 and 7 days time, according to the authority of most excellent engineers, would be gained in transporting the products of China and Japan via this route to the east, and it would place them in Omaha as soon as they would reach San Francisco via the route now in use.

This the merchants of Bitter Lake, Salt Lake, Omaha and even those of Virginia and Helena could quietly inform their customers that they were selling the teas of Japan and China, which were shipped on the same day as those expected in San Francisco to arrive, and, gentlemen, I think it would pay. Try it and see.

All this may to some appear visionary, but then the American people are a fast race, and to them nearly all things are possible, and certainly the completion of this

enterprise, even in the near future, is not only possible but quite probable.

How few, twelve years ago, dreamed even of the successful completion of the Union and Central roads in so short a time; it is true they were backed by millions in government subsidies; it is true on the other hand they built the standard gauge over, to a great extent, a vastly different country from that of which we are speaking.

If the people of Oregon, Idaho and Utah, aided by eastern or western capital, should take hold of this enterprise with the determination to push it to an early completion, do you think it would be a natural question—the Central Pacific Railroad Company would give it their disapproval, and oppose it? I think it likely. There is, however, no good reason why they should, for in lieu of the Japan and China trade, which they would lose, they could easily make the loss their gain by paying a little more regard to the local traffic along their line, which in two ways would do good—first, it would increase their trade, swell the earnings of their road; and, second, it would materially aid in developing the resources of the nation which built it.

Thanking you, gentlemen, for the honor which you have this evening conferred upon me and acknowledging the courtesy bestowed by your presence here, I cannot conclude in a more fitting manner than by expressing the sincere hope, that ere the dawn of 1876, a century after the birth of American Independence, the shriek of the locomotive shall proclaim to the people of this fair city that the barriers which have heretofore bound them in isolation, are forever broken.

At the conclusion of the address, Mr. V. S. Anderson offered the following resolution, which was unanimously adopted:

Resolved, That the earnest thanks of this meeting are hereby tendered to Moses Thatcher, Esq., General Superintendent of the Utah Northern Railroad, for his able, instructive and interesting address upon railroads in Idaho, and that a copy of his address is hereby requested for publication.—Idaho Statesman, Dec. 15 and 17.

WASHINGTON NOTES.

From the Capital of Dec. 20—

MONDAY.—In the House nothing of very great interest occurred. Mr. Tremaine of New York introduced a bill relating to libels, whose popular features will recound to Mr. T.'s glory and the late lamented Luke's further confusion—what is one man's meat is another man's poison. A kindred move was made by a small army of patriots consisting of Mr. Cox of New York and Mr. Phelps of New Jersey,

"Tumultuous horror brooding o'er its van, Besaging wrath to Poland" or any other man,

Who had anything to say why the "gag-law" should not be repealed instantly and freedom once more restored to the American press. Mr. P.'s bill was very properly referred to the Judiciary committee with leave to report at any time. This law is not as black as it is painted, for assuredly the gentlemen who are so active for its repeal would have thrown more obstacles than they did in the way of its passage. Mr. Poland says the bill was sworn on him, though he was not its father, and wants to explain. The country is so glad to be rid of Mr. P. that it will very amiably listen to his "last words."

THURSDAY.—In the Senate the diminutive but divine Doctor Sunderland, who had been dissipating at the Centennial tea party the night before, thanked the Lord for the women of America, which renders it incumbent on Miss Risley Seward et al. to thank the Lord for Doctor Sunderland, to which we cannot say amen, because, as a French philosopher says, "It is having what we desire that makes us happy, not having what others think desirable."

By Telegraph

LONDON, 29.—Madeira specials give the following additional particulars of the burning of the emigrant ship *Cospatrik*:

The fire broke out at midnight of Nov. 17th, and within half an hour enveloped the vessel nearly the entire length. The scene was one of the wildest confusion, but two boats succeeded in getting away, each of which contained thirty persons. These remained alongside the ship until the 19th of November, when the hull was completely burned and the vessel sunk. The two boats then started for land; they kept together for two days, when a gale separated them, and one of them has not since been heard of; the other was fallen in with by the British ship *Sceptre*, at which time it contained five persons, two of whom died before the *Sceptre* reached St. Helena.

A Paris dispatch says the retirement of the Duke De Cazes from the Government, is probable, on account of his opposition to the

undecided policy of the Cabinet. The Legitimist and Bonapartist deputies demand his retirement as the price of their support to the Government.

The *Presse*, a semi-official newspaper, announces that there will be no change of the Cabinet before the meeting of the Assembly, and that its fate will be determined by the vote on the proposal to discuss the bill for the creation of a Senate.

A Bowling Green woman has just fallen in love with her husband after regarding him with great dislike for ten years.

Nineteen years ago, says an exchange, a Tennessee father refused to let his young daughter go to a candy-pull, and she disappeared. The other day she returned, lifted eleven children out of the wagon, and entered the house and took off her things as coolly as if she hadn't been gone over a day.

General Sheridan has telegraphed General Ord that he will approve plans for a bridge at Fort Laramie, over the North Platte, provided the cost is not to exceed fifteen thousand dollars. The contract has already been made, and the papers have been forwarded for approval. The bridge will be built as soon as the contract is returned and signed.

Says the Atlanta News: Joseph T. Curry, alias "The Prophet Elijah," who established a colony of religious fanatics in Georgia some time ago, had returned to Springfield, Mass., with several of his deluded followers, the colony having broken up. Curry's lawful wife, who has remained here while he has lived in Georgia with a woman whom he proclaimed as "Maria, Queen of Heaven and Earth," has sued for a divorce.

DIED.

In Logan, Dec. 20th, of disease of the throat, LOUIS FREDERICK, son of John R. and Bartha Blanchard, aged 5 years. Also, on the following day, of the same disease, BARTH AR, daughter of John R. and Bartha Blanchard, aged 7 years.

Heaven decreed, we know not why, That your two children now should die. But on our faith a hope doth rest That it will prove all for the best. Therefore, dear friends, dry up your tears; For them you have no cause for fears. They both were free from guilt and crime, Fit subjects for a purer clime.—COM.

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