DESERET EVENING NEWS.

Monday, - - - - March 29, 1869.

Correspondence.

FILLMORE CITY, March 20, 1869.

Ed. Deseret News:—Bear Brother.—On the evening of the 15th inst., the shareholders of Fillmore City Branch of Zion's Co-operative Mercantile Institution, met and effected a permanent organization, by electing Thomas Callister, President; Edward Partridge, vice President; Thomas R. King, F. M. Lyman, Chandler Holbrook, J. V. Robison, and J. W. Dutson, Directors; John Kelly Secretary and L. H. McCullough Treasurer.

Since the organization the Board have purchased the entire stock of goods of Thos. R. King, and rented his commodious store house. They have also made arrangements to buy the entire stock of goods of G. Huntsman & Co. The people have manifested a lively interest in this movement by subscribing liberally for shares so that the company have, in addition to the above purchases, three thousand dollars cash on hand, and will send an agent in a few days to make another purchase in Salt Lake City, and I hope that our agent will meet with that liberality, in doing business with the Parent store that we anticipate, so that this great financial movement in our Territory may prove a success.

Respectfully, your brother,
THOMAS CALLISTER.

TUNNELVILLE, March, 24, 1869.

Ed. Deseret News:—The track from Echo to this point is sadly in need of "ballasting"—a term, with seafaring men signifying sand, rock, pig iron, or other heavy material in the hold to prevent a vessel running light, or without cargo, from capsizing; but with railroaders signifying leveling up and bedding the ties. The motion of a train over much of this section reminds one forcibly of that rarity of boy's sport at lake port towns, riding in a yawl behind a side wheel steamer; or, to use the exact and highly classic language of the singing-master at home, it is "down," "up,"—"down," "up," &c., and so on. You perceive—or if you don't, I shall make you acquainted with the fact—that the ties through Weber kanyon were for the most part laid upon snow, with a chunk of ice, snow, or frozen clod crammed hastily underneath to "bring 'em up to the straight edge." Now that these arctic proppings have slid from under the ties, in many places, instead of supporting the rails, hang "dangling in the air," suspended from the rail by the spikeheads. In other places the ties have "squashed" nearly out of sight in the slush of a winter finished grade. In other instances, below here, the entire grade has slid off into the river, or to the bottom, cars and all.

At Slate Point, mouth of the Narrows, D. McGee, Esq., has about 100 men employed in blasting off or widening the slopes, it being found perilous for trains to pass, so precipitous is the cut. Much delay is experienced by trains here, the cut being frequently half filled with rock, from some of these pieces and heavy blasts by nitro-glycerine. Messrs. Chesbrough & McGee, next to the heaviest contractors on this line, have recently dissolved partnership. Mr. McGee, a scientific and thorough railroad man, remains. Mr. C. has gone eastward.

None can be more clamorous for the completion of this tunnel, No. 3, than the U. P. R. R. passengers, whose necessity or choice induce them to embark upon a steam-car tour through Weber kanyon. Last night, while Mr. Maltoy's train was dragging its slow length along over the 3,000 feet of trestle work around the tunnel point, a box car, filled with humans, was thrown off the track and came frightfully near being precipitated into the river bed. You "better b'lieve" there was some hustling, about that time, to get out of that disabled car. The train was detained from 3 p. m. till near midnight. This morning another car was thrown off of the same work. It is a ten degree curve, and so sharp that it is grating business for any-sized engine to drag a train through.

But to the tunnel. Here again Mr. McGee has between one and two hundred men employed. This morning I accompanied the blaster into the heading to see him charge the glycerine. It was, I admit, a very precarious pastime; but what will not one do, with "marvelous" predominant, to gratify it? "Veni, vidi," I was soon satisfied, I can tell you, and somewhat quieted, nervously, when I had scampered out of harm's reach, which means out of and behind the face of the tunnel. I ventured a cautious peep into the dark, stygian gulf, at the flashing fuse, ere it had reached the dread explosive. In another moment the earth and solid rocks above and all around us seemed rent as by a thunderbolt. Again and again the same is repeated, until six of these fearful shocks were felt. No blast, in rock or rifled gun, bears any comparison, in effective force, with glycerine. I saw a single drop—it was like a drop of olive oil—exploded by concussion with a hammer on a rock. It sounded like a musket. A few drops thus exploded go off with cannon noise.

Of this dreadful explosive a few words descriptive. It has seven times the explosive force of powder; has nearly the specific gravity of white lead; congeals more easily than any subtance known; is as readily exploded when frozen solid as when in its liquid or oily state. Unlike powder, it is not a cohesive explodent. Drops of it may be trickled along on the face of a rock and only the portion brought into immediate concussion with the hammer will explode. The next contiguous drop or drops may be exploded in like manner, and so on, while a drop remains untouched by the hammer. While it is thus so peculiarly a concussive explodent, it may be exploded by a certain degree of heat, an intense degree, but if it does not explode by the heat, as is sometimes the case, it is substantially consumed. In charging a drill-hole, the desired concussion is produced by powder. Even the empty glycerine cans are dangerous commodities. A lady living here lately obtained one of them and, while endeavoring to clean it, fainted three times, unconscious of the cause and that she was incurring still more disastrous risks. As they accumulate in camp they are now put in some secure place and exploded by fire; and I am informed that, by the trifling smearings remainig in the cans, the tin is literally torn into fragments.

At an early hour this morning the glycerine house, in the immediate vicinage of the camp at the west end of the tunnel, was discovered on fire. The whole camp was in consternation. Mrs. McGee, her servant and other ladies, fled from the danger in their night-clothes. Several attempts were made to get into the place with water; but the flames were so shooting that none dared to go in. At length the glycerine man dashed in regardless of consequences, with two pails of water, by a judicious application of which he succeeded in quenching the flames. An open keg of powder was standing in one corner and a considerable quantity of glycerine. The inside of the house was a mass of flame, which was already darting from the door. A few moments longer would have sufficed, without doubt, to lay the entire camp in ruins.

There remains some 58 feet of heading and 110 feet of bottom in this tunnel. It is ordered to be ready for the cars, at whatever expense, by the 10th of April.

With powder the average progress in tunneling here was less than two feet per day of 24 hours. With glycerine an average daily progress is made of about six feet, with but about one-third the expense.

Division Engineer E. P. North's headquarters are here, on the opposite side of the river. Also that of John A. Seymour, one of the most efficient Assistant Engineers on this line; with A. F. Doremus leveler; James Hunter, rodman; O. F. Lyons, tapeman; Henry Smith, axman; James W. Hunter, teamster; John Atkinson, cook; and our courteous, distinguished protege, Chas. Dame, commissary general. The mail closes. More

ANON.

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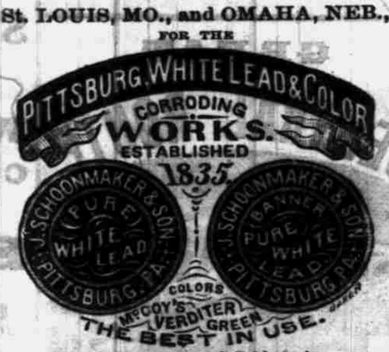

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