



GEORGE Q. CANNON.....EDITOR

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THE PACIFIC RAILROAD.

In several of our exchanges we see it stated that Dr. Hartwell Carver, formerly of Minnesota, is endeavoring to prove that he was the first to originate and broach the project of building a railroad from the Atlantic to the Pacific across the Rocky Mountains. It is said that he visited Washington twenty-one years ago, and while there advocated what was then considered the utopian scheme of a Pacific Railroad. It is stated that he exhibits pamphlets which he published in favor of the enterprise as early as 1847, though we see it claimed that the first pamphlet published by him on the subject was as early as 1841 or 1842, and that a newspaper article setting forth the scheme was written by him and made public as early as 1837.

It is claimed that Asa Whitney, whose name has been more prominently connected with the idea of a Pacific Railroad than Carver's, imbibed his views from the latter. Whitney listened to Carver's plans, gained all the information he could from him, and, in 1845, started with a corps of Engineers to examine the route from Milwaukee to Council Bluffs. His party got discouraged and disgusted in traveling through the wilderness, which then extended in an almost unbroken stretch between the Mississippi and Missouri rivers, and they abandoned the survey. They never reached Council Bluffs.

In alluding to this subject we have no disposition to dispute Mr. Carver's right to the honor of being the first to give this scheme publicity through the press. But as the subject is up, we think that we can throw some further light upon it and make history more complete by a brief statement of what the Latter-day Saints have done to make the project a feasible one. Some time before the martyrdom of the Prophet, Joseph Smith, the idea of sending an exploring party to the Rocky Mountains was freely discussed and decided upon. A song, "The Upper California, O! that's the land for me," &c., was composed and sung on one occasion, while the subject was under discussion. The killing of Joseph, June 27, 1844, caused the sending of an exploring company, as at first contemplated, to be deferred; but the idea was not abandoned nor lost sight of.

In the Fall and early Winter of 1845 mobocracy gained such power and became so oppressive and violent at Nauvoo, that an exodus became a necessity and was decided upon. There was no alternative but to leave in some direction, and the route leading to the Rocky Mountains through the wilderness westward was chosen. In February, 1846, the first company crossed the river at Nauvoo. They were neither discouraged nor disgusted by traveling and camping in the untamed wilderness which extended from the Mississippi river to the Sierra Nevada; but kept on to Council Bluffs, crossed the Missouri River; and in July, 1847, a company of 143 pioneers, under the leadership of President Brigham Young, reached this valley.

In the Railroad Mass Meeting which was held in this city on the 10th of June, the Hon. Geo. A. Smith, himself a pioneer, said: "We started from Nauvoo in February, 1846, to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a wagon road to Council Bluffs, bridging the streams, and I believe it has been pretty nearly followed by the railroad. In April, 1847, President Young and 143 pioneers left Council Bluffs, and located and made the road to the site of this city. A portion of our labor was to seek out the way for a railroad across the continent, and every place we found that seemed difficult for laying the rails we searched out a way for the road to go around or through it."

The route then selected was an excellent one, and it is confidently believed that from the Mississippi river to the South Pass a good line of easy gradients can be built without being under the

necessity of boring a single tunnel. President Young is clearly the Pioneer of the route. He demonstrated its feasibility, laid the foundation of flourishing settlements, and some of the people whom he led from Nauvoo helped to redeem California from Mexican rule, found the gold in that country, and printed the first newspaper on the western slope of the Rocky Mountains. He, with the pioneers, examined the ground, cleared the track and made the project possible, by opening a good road from the Mississippi to the Missouri, and then from "Winter Quarters," a point six miles above Omaha, to this valley. He did not publish newspaper articles, write pamphlets, or agitate it as a beautiful theory; but he led the van of an intrepid, hardy and persevering body of people, who bridged the rivers, scaled the mountains, penetrated the heart of the continent and founded settlements which make the Pacific Railroad enterprise one of comparatively easy accomplishment. History will yet render its verdict upon this stupendous undertaking, and to him, under God, will the credit be given.

The project of a railroad was freely talked about among the Pioneers by President Young, and after the organization of the Provisional Government of the State of Deseret, a Bill was introduced into that body, in the winter of 1849-50, by the Hon. Geo. A. Smith, for the construction of a railroad from the Atlantic to the Pacific. It occupied attention, was deemed entirely feasible, was thought to be certain of accomplishment and was thus agitated.

After the organization of Utah Territory, Brigham Young being the Governor, the Legislative Assembly in the winter of 1851-2 memorialized Congress "for the construction of a great National Central Railroad to the Pacific Coast." It was stated in the memorial that no obstruction existed between this city and the coast, and that iron, coal, timber, stone and other materials were to be found at various places on the route, and that the settlements of this Territory were so situated, as to amply supply the builders of the road with materials and provisions for a considerable portion of the route, and to carry on an extensive trade after the road should be completed. The memorialists dwelt upon the advantages which would accrue to the people of the United States by the construction of the road—that the Asiatic and Pacific trade would be secured, "and last, though not least," the road "would be a perpetual chain, or iron band which would effectually hold together our glorious Union with an imperishable identity of mutual interest," and could be used to excellent advantage in time of war.

Two years afterwards another memorial was sent by the Governor and Legislative Assembly to Congress on the same subject. It will be seen that whatever others may have done in theory President Young and the people of this Territory have not been wanting in deeds to make the project a success. Which should have the credit, actions? or theories?

DECIDED.—By telegram received this morning from the Hon. W. H. Hooper, dated Washington, 9th, we learn that the Committee on Elections has decided on the ridiculous contested election case from Utah, in favor of Mr. Hooper. The "Most novel being around town" with his absurd pretensions, is left out in the cold. "So much for Bucking-ham!"

ARRIVAL OF EMIGRATION.

The steamship *Minnesota*, of the departure of which from Liverpool, on the 6th June, we were advised some time ago, arrived at New York, yesterday, as we learn by our dispatches of this morning. Her passengers will doubtless be at the terminus within two weeks. Their names have not yet reached this city. There were 400 statute adults sailed on board of her. No intelligence has yet reached here respecting the *John Bright*, the first ship which sailed from Liverpool. We will probably hear of her arrival within a week. As we understand it, the *Minnesota* has brought the last of the emigration.

ITEMS.

FROM TUESDAY'S DAILY.

CORRESPONDENTS writing for publication are requested to write on one side of the paper only.

No notice can be taken of anonymous communications. Correspondents' names must in every instance accompany their communications, not necessarily for publication, but as a guarantee of reliability.

SABBATH MEETINGS.—On Sunday morning Bishop T. Callister, of Fillmore, Pres. Joseph Young and Elder Woodruff addressed the congregation.

In the afternoon Elders Thomas Taylor, A. Milton Musser and George Q. Cannon were the speakers.

IN TO CELEBRATE.—Some two dozen of Bishop Sharp's men who are engaged in opening a passage through Devil's Gate, Weber Canyon, for the railroad, got behind some mule flesh on Friday evening and came down to the city "to celebrate" on Saturday. The "boys" look well and feel well, and "celebrated" in a quiet and excellent manner without the aid of "Valley Tan." They went back yesterday afternoon.

TELEGRAMS.—The following telegrams received by President Young have been courteously placed at our disposal:

Provo, July 4th.

President Young: The Provo canal is a success. We got the water on the Provo bench to-day. It works admirably. D. H. KINSEY.

South Pass, July 4th:

President Young: We arrived safe at South Pass yesterday, all well. J. G. HOLMAN.

New York, July 6th.

President Young: The steamer *Minnesota* left Liverpool June 30th, with 400 adults. The total number en route is 2,430. We are all well. H. R. CLAWSON.

The number stated as being en route must be understood as statute adults; the total number of souls would be considerably greater.

HARVESTING.—We learn that they have cut and thrashed out some barley over at Brighton, on the other side of Jordan, that more is ready for cutting, and that in about ten days they will commence cutting their Fall sowed wheat. The harvest has also commenced in Davis county, and at Grantsville, in Tooele county.

FROM WEDNESDAY'S DAILY.

TOOLS ARRIVED.—Col. H. P. Kimball received a telegram last night from Mr. Houtz, informing him that the tools had arrived for the men working on the railroad. Seeing that they did so much work, and did it so well, with whatever they could improvise as tools, now that they are well supplied the work may be expected to progress with proportionate rapidity.

FROM FILLMORE.—Reuben A. McBride, Esq., just in from Fillmore, reports the prospects slim in Millard County for crops, except at Corn Creek and Meadow Creek, where the grasshoppers had dealt gently by them, and their harvest will commence about the close of this month. A number of men are making calculations to come north and go to work on the railroad; spare teams will also be turned in the same direction. Crops between that city and this are looking well.

INJURING TREES.—This morning we noticed a fine young locust tree, by the sidewalk, opposite the new building belonging to S. P. Teasdel, Esq., in the 20th Ward, with the bark stripped off on one side for several feet and up among the branches. We were sorry to see it. Such things manifest a malicious disposition or a thoughtless destructiveness that is very reprehensible on the part of the ones who are guilty of them. But few trees are injured in the city in this manner, when the number of trees and size of the population are considered; and we would like to see still fewer. Boys, you who have knives, learn to use them like little men, for useful purposes, and not to destroy that which should be preserved. Don't peel the bark off the trees.

FROM THURSDAY'S DAILY.

DAILY MAIL.—After to-day, we are informed by Postmaster Street, there will be a daily mail, by Eastern Coach, to and from Echo Post Office, Weber Station Mouth of Echo Canyon. Now send the EVENING NEWS out to the "boys," and let us have items daily from that point of interest.

POSTAL CHANGES.—The mail to Morgan county will hereafter leave on Mondays and Thursdays, at 6 a.m., and arrive Mondays and Thursdays, at 6 p.m., giving a semi-weekly instead of a weekly mail. A mail from Bear Lake, via Huntsville, will arrive on Sundays at 6 p.m.

QUICK TRAVELING.—The following paragraphs, from the Cheyenne *Argus*, are interesting:

"Mr. Stephen Wood, brother-in-law of Joseph Cornforth, Esq., of this city, has just made a most remarkably quick trip. He arrived in Cheyenne on the fourteenth day after leaving London. The idea of reaching the Rocky Mountains in a fortnight from Charing Cross, is something startling even in these days. One hundred and twenty-five years ago, it took that time from London to Edinburgh.

"We are now enabled to take the train at Council Bluffs, over the great highway, the Union Pacific Railroad, on Monday Morning, attend the theatre in Salt Lake, Saturday night, go to church on Sunday, and return to back home the next Saturday, making the round trip in eleven days. The Salt Lake mail is now only five days en route between Salt Lake and Council Bluffs, and by the first of January next, the time will be less than three days."

FROM FRIDAY'S DAILY.

EASTERN.—Through the kindness of Elder George A. Smith we have read a letter from Elder Silas Hoyt, now on a mission East, written from Princeton, Minnesota, in which he says that since he left Omaha last Fall, he has traveled over 1,400 miles and has labored faithfully but unsuccessfully among his relatives to convince them of the truth. He does not draw a very flattering picture of the peace-feeling among the people where he has traveled. Many are looking for war, and some say if it commences they will leave the country, while others declare they will settle a few old scores still remaining unsettled, and have back what they lost during the late internecine struggle.

FROM FARMINGTON.—Bro. Wm. Blanchard, from Farmington, called in this morning, and reported the good folks of the county seat of Davis county in the enjoyment of general good health, good feelings, and full of life, energy and industry.

On the 4th they celebrated with a procession which formed at the meeting house and marched through the principal streets, and then conveyed in the Bowery; when they had a good time with singing, speeches, toasts, etc. John Leavitt and David Hess were the Committee of Arrangements. In the afternoon, at 2 o'clock, dancing commenced and was kept up till nearly midnight, the juveniles enjoying the afternoon and the adults the evening.

Their Sunday School numbers 250 scholars and is in a flourishing condition.

Crops look beautiful. The hay harvest is progressing. Some barley has been cut; and some Fall sowed wheat on the benches will be ready to cut in a week. That on the lower land is not so forward.

FROM SATURDAY'S DAILY.

SPANISH FORK.—Brother Hillman, writing from Spanish Fork, says: "Grain looks splendid, the flying 'hoppers' have very nearly all left, and the present prospects are good for an abundant harvest."

DOUBLE CROP.—We saw, yesterday morning, a beautiful specimen of barley grown by Edward Middlemas, 6th Ward, well filled and fully ripe. He will sow another crop of barley on the same ground right away, and expects to reap it this season.

SAMPLES.—Bro. Robert Hazen brought us this morning samples of wheat and barley from Brighton, which are full and heavy headed and almost ripe. From the size and weight of the straw and the heaviness of the heads, we should judge the place from which they were taken is yielding excellent crops. The samples are in this office and can be seen by those who doubt that good crops can be produced in that locality over Jordan. There is a fine breadth of land there to be put under cultivation.

THE RAILROAD.—We met Superintendent Reid to-day, just in from the end of the railroad, accompanied by Messrs. Chapman and Bunker, of the Company. He informed us that the track should be at North Platte to-day, within 3.0 miles of this city, and about 180 miles west of Laramie, the present terminus. This is moving westward with giant strides. The strike on the line east has ended and the men have returned to work, yielding up the point for which they struck. The work of grading is progressing in a manner to give complete satisfaction.

MAMMOTH STRAWBERRIES.—The editor of the *S. F. Times* has received several baskets, one pound each, from the garden of Mr. L. A. Gould, in Santa Clara; and these strawberries averaged half an ounce each in weight, and measured in "circumference four inches in the smallest part and from four to five inches in the largest." We would like to know what variety they were; and whether as prolific as they were large.

INDIAN RAID.—We received the following dispatch shortly after noon, by Deseret Telegraph Line.

Fort Ephraim, July 11, 12.15, p.m.

About ten or twelve Indians made an attack on the horse herd which was being herded on Willow Creek, about 10 a.m. to-day. They drove off about twelve head. It is supposed that one man is killed. Men are now out in pursuit from here and also from Manti, intending if possible to intercept them. Operator.

FROM MONDAY'S DAILY.

SABBATH MEETINGS.—Elder David Candland, from Sanpete, occupied the forenoon. He gave a very interesting account of Sanpete County and the difficulties with which the people have had to contend there, and the faith manifested by them. For three years they have been exposed to Indian irruptions, and have suffered much at the hands of the savages; yet they have labored to make the county productive and desirable under the discouraging circumstances which have been around them. This season they have had a plentiful supply of grasshoppers by which much damage has been done; but yet they expect to reap an average crop of grain. The speaker, during his remarks, touched upon several principles of the gospel and urged the necessity of the Saints living their religion.

Afternoon. Bishop A. J. Moffitt, of Manti, Sanpete County, made a few remarks concerning the condition of Sanpete, endorsing the statements of Elder Candland, made in the morning, although he did not think there would be as much grain harvested in that county as Elder Candland believed there would be. He bore his testimony to the truth.

Elder John Albiston spoke of the benefits to be derived from studying the revelations of God, contained in the Bible, Book of Mormon and Doctrine and Covenants; and treated on the development of the purposes of God, spoken of by the prophets, and their fulfillment before our eyes. He reasoned that all the providences of God are designed for, and overruled to, the good of His people.

Elder John Taylor treated on the revelation of the gospel in this age and the restoration of the priesthood, with the condition of the world when the gospel was revealed, and the opposition manifested by the wicked to the truth as it has been proclaimed.

THEATRICAL.—The repetition of "Cinderella" was a success on Saturday night. The playing was very good in it. Madame Scheller's "Cinderella" is really a study, and one from which considerable can be learned. As the fussy, foolish, pompous old Baron, Mr. McKenzie was very excellent, and so was Mr. Margetts as Pedro. Miss Alexander sustained the part of the Queen and her changes with much ability. Miss Colebrook's Prince was very good, only lacking abandon to make it excellent. Miss Adams improved on her Thisbe and made a character of it. Mrs. Clawson threw considerable life into Florinda and made a good deal of mirth in it. Mr. Graham's Dandini and Mr. Lindsay's Alidoro were also good; and Miss Clive was an excellent Ariel. The operatic selections, songs and choruses were well rendered; and the ballet groupings, though somewhat lengthy, were neatly executed. The machinery and the mechanical effects worked smoothly, and the closing scene was opened in all its brilliancy, beau-