



GEORGE Q. CANNON.....EDITOR

Wednesday, ... August 12, 1868.

THE RAILROAD—CHANGES IT
WILL PRODUCE.

THE rapid progress which is being made both east and west in the construction of the railroad gives us the assurance that in the space of a few short months the continent will be spanned by the iron bands, and this city be in railroad communication with the Atlantic and the Pacific. We hear it said that by the 1st of October, and some assert by the 15th of September, the U. P. R. R. will have reached Green River, and before Spring it will have reached this valley. We trust these hopes will be verified, yet we scarcely think they will; for if next winter should commence early, but little, if anything, can be done after the first of November, between Ham's Fork and this valley, in building the line. If the snow should fall as it does usually in the Wasatch Mountains, it will prove an insurmountable obstacle to the construction parties. But if the Line should even be completed to this Valley by July next, it will speak highly for the skill and enterprise of the company, and be a performance of which every man who has any of the responsibility of superintending and building the Line may justly be proud.

Predictions respecting the changes that are to be effected in this Territory by the Pacific Railroad are freely circulated. It is to do for us what mob violence, persecution, expulsion from houses and lands, and in some instances, even death itself, have failed to do in the past. It is the agency destined to break down and totally remove our peculiarities and to bring us to the level of civilization. These are the anticipations indulged in by some respecting it; and so long as it gives them any satisfaction to indulge in such hopes, and they do not hurt us, we are quite willing they should derive all the comfort from them they can. We have our own theory about the effect the Railroad will have upon this Territory and people, and we feel assured that time will bring us satisfactory evidences of its correctness. We may say, however, that if the Railroad affords easy facilities for those who are not Latter-day Saints to emigrate to this Territory, it also presents equally good opportunities for them to take their departure. The same railroad that brings them, can, with equal ease, carry them away again.

But there will doubtless be very great changes effected by the railroad in business affairs in this country. Those who have resided here since 1847, 1848 and 1849, and even later, can look back to those days and contrast them with the present. The change is a very striking one in many respects. It is but natural that it should be so in settling a new country like this. But with the completion of the railroad the changes will be greater and more rapid. The disadvantages which we have had to contend with, in consequence of our great distance from the marts of the world, will be removed, and we will be placed in entirely different circumstances. Goods, etc., can be brought from the sources of supply in as many days as they formerly required months. Many articles which have been difficult to procure, or when procured, have been at exorbitant rates will, by means of the railroad, be easily obtained and at comparatively cheap rates.

With these inevitable changes in prospect it would be decidedly unwise for our people to make no preparations to meet them. The railroad will not be an unmixed benefit to us unless we prepare for it. It will not put an abundance of money in circulation for us unless we lay the foundation of branches of business that will bring it to us. It is a mistake to suppose that the Railroad, in and of itself, is going to make our country great and its people wealthy. While there is a demand for labor upon its construction, and we have that labor to supply, money will flow into us; but when this demand ceases, and we have no products that can be transported at a profit for which money can be

had in return, we will be in a worse position than if we had no railroad; for the ease with which the country can then be drained, at speculator's own prices, of breadstuffs and such articles as we now produce will be a detriment to us. Being in pinched circumstances we will be at their mercy; and how tender their mercies are we have had some opportunity of knowing.

We must take the necessary steps to create new industries. Action has already been taken in some directions to do this. This must be persevered in. The entire community is interested in the success of these schemes. Our manufacturers, mechanics and merchants should endeavor to shape their various branches of business so as to be prepared for the coming change. Home manufacture must be extensively and persistently pursued. We have artisans and mechanics, plenty of them, as excellent in their various pursuits as any to be found on the continent. This conceded, what will prevent, when the railroad is completed and transportation becomes rapid and cheap, their competing with the same classes elsewhere in the manufacture of such articles as we need? Home manufacture has languished in many instances because articles made of home materials were coarser than those which were imported. But by the railroad the raw materials can be imported, when necessary, as cheap or cheaper than the manufactured article is now, and they can be manufactured here.

For instance, many of our citizens have been desirous of having a finer article of furniture than can be manufactured out of timber grown in this country. They have imported tables, chairs, &c., from the States, and many of these articles when brought here have proved very flimsy and unsuitable for our dry and trying climate. They have not given satisfaction. So also with carriages, sleighs, wagons, and a variety of articles which are regularly brought here every season. Timber, and every other needed material for the production of household furniture, carriages, wagons, sleighs, agricultural implements, glass, &c., can be imported and manufactured here, and when made up here out of well-seasoned and judiciously selected materials, by workmen who have a local reputation to maintain, they will be far more serviceable than anything that can be imported. Chairs made here out of such materials will not be unsafe to sit upon, carriages and wagons will not need the repairs they do now; the purchaser can be suited by having articles made to his taste, and in every way will the country be benefited by the change.

These are not impracticable theories; they are perfectly feasible. Our citizens should not be backward or indifferent about carrying them out. We have the advantage of position; we are the first settlers, acquainted with the country and its wants and are here on the ground. We should not let these advantages slip through our fingers. If we do, there will be no one to blame but ourselves. Labor is higher here than in the East; but when money shall circulate freely, men will be able to work at cheaper rates than they do now; and, besides, articles manufactured here, if honestly and tastefully done, will always command a higher price than those that may be imported. As for capital to carry out these plans, there is no people better situated than we to obtain it by co-operation—a principle that has been found to work well in carrying on many branches of business.

LIST OF PASSENGERS PER
STEAM SHIP "COLORADO,"Which left Liverpool for New York,
July 14, 1868.

James, Sarah, William, Luther, Franklin, Sarah, Louisianne, and Jane Hendry; John and John Jones; John, Matilda, Isabella, Sophia, Charlotte, Amelia, Edwin and Thomas Swindlehurst; George, Jane and James Riley; Nathan, Ann, John, Margaret, Thomas, Ellen, Elizabeth, Nathan, Mary, Alice and Margaret Benson; James, Ellen, William, James and John Benson; Joseph Greenwood; Christine M. Pederson; Julia S., Julia, George and Charles Whitehead; Alexander Milne; Henry, Nancy, Emily, Nehemiah and Joseph Duncombe; Jacob, Elizabeth, Mary, George, John and Frederick Mole; Isaac, Alice, Isaac, Isaiah and Henry Anderton; Charles, Mary, Joseph, Elizabeth and Thomas Merricot; Edward Clisshold; Richard Home; Edward and Sarah Hadcock; Maria, Henry, Annie, Lydia and Elizabeth Griffin; William Royal; Thomas Darby; William Park; Nathaniel Hodges; Elizabeth Ashment; Victoria

and Henrietta Wade; Paul, Elizabeth, John, Annie and Paul Coates; David Horsley; Thomas Phillips; Isaac and Joseph Boyer; Mary J. Brown; Robert and Mary Brown; Joshua Hill; William Ashby; Henry Pople; Nicholas, Elizabeth and Margaret Boak; Richard Fowler; Arthur and Harriet Ellis; Thomas Lester; William D., Rhoda, Alvin, Clarissa, Sarah and Daniel Owen; John, Susannah, Anna, Elizabeth, Arthur and Charles Foulger; John and Sarah Stubbs; Nephi and Alvin Bailey; Naomi Sumner; John Wakefield; James, Ann, William, Hannah, James, Elizabeth, Morgan, Moroni, George, John, Alma and Martha Toombs; Ellen Wootton; Geo., Sarah, Mary, Geo., Albert, Sarah, Alice, Ed., Elizabeth and Cecillia White; William Crouch; Alfred Draper; Ed. Riddle; Samuel, Mary and Emilie Hunt; John, Annie, Lucy and Alice Howard; Walter, Susan, Anni, and Walter Grimes; Thomas and Sarah Smuin; Jas., Maria, John, Wm. and Lydia Weston; Harriet and Sarah Hyatt; John Bailey; James, Ann, Jane, Isabella, Elizabeth, John and Jessie Robb; Ann Chalmers; Sarah, Saml., Hannah, Thomas and Harry Rawson; Mary and Emma Morley; Benjamin Prine; Charles, Mathilda, and Julia Cater; Frederick Cockett; Geo. Swalloo; Mary, John and Mercy Livermore; Mathilda Watkins; Sarah Edwards; Emily Couzens; Wm. and Elizabeth Bowen; Sarah Rees; Brigham Rees; Wm. Thomas; Esther, Ann and Martha Twigg; Bartholemew, Ellen and Lilly Morris; Thomas, Sarah, Mary and Ann Harris; Elizabeth and Joseph Irons; George, Mary, James, Ellen, Margaret, John, George, David and Hugh Grimshaw; Charles Stevens; Henry, Elizabeth and Isabella Barrett; Mary and Eliza Whitehead; Ann Stewart; Ellen, Dorthey, Moroni, Ellen and Alice Howarth, John, Jane, Eliza, John C., Mary, Joseph and Betty Slater; James, Martha, Elizabeth, John, William and Mary Isherwood; John Strickley; Caroline Pyne; James, Ann, Brigham, Heber, Willard, Ann, Ellen, Baby and James Boden; Joseph Harper; Caroline Hunt; Frances, Johanna and Rosa Harper; Wm., Maria, Selina and Matilda Beddows; Wm. Radd; Sarah J. Duckworth; Evan, Martha and Jane Wride; Margaret Thomas; Thomas Davies; Richard Davies; Elizabeth Thomas; David Rees; Eliz., J., E., W., and M. A. Rees; Mary Williams; John Pears; George Gale; Jane Robbins; Cecilia and Cecilia Griffiths; Joseph, Mary, Charles, Mary, James, Clara and Matilda Tuckfield; Paul Elkins; Elizabeth Bishop; Emilie, George, Emilie and William Dallimore; James, Jane, Selina and James Sabine; Sarah E., Sarah R., Susan, Lydia and Edward Davies; Susan, Thomas, Ann, Mary J., Elijah, Louisa and Alice Harper; Thomas, Eliza, John and Eliza James; John Jesson; William and Ellen Salter; George and Eliza Weston; Thomas, Louisa, Mary, Mark, William, Sarah, Lydia, Charles and Emma Orgill; Louisa Baker; Harriet and Annie Muntford; Andrew, Isabella, Duncan, Andrew and Mary Caggie; Isabella Monroe; John, Thomson, Elizabeth and William Gallacher; Benjamin, William and John Wilson; Thomas Spears; Alexander Forbes; Thomas Halliday; Isabella, Alexander, Andrew and Elizabeth Duncan; Charles, Anne and Emma Nunn; Daniel, Eliza, Frances, John and Elizabeth Cameron; Peter and Agnes McDonald; John, Ann and Alexander Challice; Edwin, Mary and Edwin Senior; Andrew, Edith, Elizabeth, Willard, John, George and Thomas Hobson; Thomas, Annie and Joseph Wright; George P., Jane, Elvina, George, Henrietta, William and Deborah Mallet; Joseph Ball; Thomas Barker; Mary A. Owen; Robert, Mary, Robert, Mary, Jenny, William, James D., Robina, Isabella and Alexander Hay; Jane Lane; Thomas, Adelaide, Richard, James, Emma and Eliza Arnold; George, Elizabeth, Charlotte, Martha, Elijah, Martha and Harriet Sweeting; Fanny, Fanny and Harry Brown; Jonathan, Elizabeth, Jonathan, Maria and Ann Sharp; Robt. and Elizabeth Leathrope; William, William and Mary Bancroft; Joseph, Mary A. and William Wilson; Mary, Kate and Joseph Nelson; Joseph Horn; Jemima and Elizabeth Dent; Joseph, Ann and Joseph Walker; George Schofield; Wm. and Mary Sutgdale; Christopher Pownship; Elizabeth Hewley; Walter and Ellen Williams; George and Mary Crabtree; Joseph and Ann Whitehead; Mary, Hanna and Ann Dyson; Alice Littleford; Joseph Thornton; Elizabeth and Georginna Summers; Mary, Ann, Thomas, Joseph, Alexander, Mary and Harriet Pullan; Richard Woodhead; Nephi Wood; Louisa Hill; William Dewell; Martha Luke; George and Mary Hill; Edward and Nephi Orgill; John Colton; James, Emilie and

Emilie Hewitt; Benjamin Edwards; Catherine Davies; Edwin Bullock; William, Hannah, Alfred, Elizabeth, Emma, William, Ann, Emilie and Albert Smith; Timothy Gittens; Thomas and Samuel Godfrey; Wm., Elizabeth and Mary A. Baling; William, Elizabeth, William, John, Joseph, Wil ard, Alfred, Walter and Orson Thompson; Sarah Farrel; John and William Pilcher; Jeremiah Jones; William and Emily Baxter; John, Sarah, Wm., Mary, John Sarah, Hannah, Ellen, James, Eliza, Daniel and Heber Balls; Jonathan, Mary A., Ellen, William, Mary A., Fanny, Leathe, Lucy, William and Ellen Flatt; William, Mary, William, Robert, Sarah and Eliza Pike; James Kemp; Hannah Wiseman; Robert and Catherine Williams; Carl L. Ericson; John, Hannah, Archibald, James, William, Walter and Charlotte Oswald; Richard Yeates; Robert Braby; Elizabeth Kenchett; Thomas, Hannah and Emily Darby; Edward, Maria and Edward Laker; James, Sarah and James Mills; Frances Whitehead; Grace Affleck; Alexander and Thomas Smith; William and Elizabeth White; James and John Cowper; Ann, David, Samuel, Fanny, Annie and Thomas Mulholland; Elizabeth Butler; Ann Charleson; Fanny and Mary Spence; John Bates; James, Mary, Hannah, Sarah and Mary Gittens; Robert Wade; Thomas Brewer, James Richardson.

RETURNING MISSIONARIES.

Wm. B. Preston; Richard Benson; Aurelius Miner; Moses Thatcher; Richard J. Davies; Barry Wride; Griffith Roberts; John Barker.

ITEMS.

FROM TUESDAY'S DAILY.

GUNNISON.—Bp. H. H. Kearnes, writing from Gunnison on the 25th ult., says "In the last three days the grasshoppers have come in countless swarms, and the little grain they left from last spring is now almost destroyed. Oats and late sowed wheat there will be nothing of Gardens and young orchards are much injured, and from the appearance of things they are preparing to lay their eggs for another season. We will not be able to raise near enough grain to supply the inhabitants of the place."

MALAD CITY.—Bro. D. B. Dille, writing from Malad City on the 31st ult., says the harvest in that valley had commenced in good earnest, with a prospect of as good a yield as could be found probably anywhere in the Territory. The grasshoppers, in great numbers, had paid them several visits, but had probably not destroyed above one-tenth of the entire crop. We are sorry to hear that the health of Bp. D. Daniels is not very good. Bro. Dille says they have room in that valley for many more settlers.

A BIG FIRE.—On the evening of the 25th ult., just below Cheyenne City, an immense pile of coal, belonging to the railroad company, was discovered to be on fire. Every possible effort was made to arrest its progress; but in vain, and it soon extended to a large pile of pine wood lying contiguous. The conflagration was seen for miles around, and lasted until two thousand tons of coal and a thousand cords of pine wood, value fifty thousand dollars, were consumed. By some, the fire was supposed to have been the work of an incendiary, but the general impression was that it was the result of spontaneous combustion, accelerated by the rain falls that had recently taken place.

WANTS TO HEAR FROM HIM.—J. L. Floyd, of Chanderville, Chester county, Pennsylvania, wishes Elias Harmer to write to him.

NOTICE.—There is a letter for John Lloyd at President Young's Office.

CRDAR CITY.—Brother John V. Adams, writing from Cedar City, Iron county, on the 25th ult., says, "The locusts are here in fearful numbers, our fields are literally alive with them. They came from the north on the 22nd and, from the absorbing topic of the times."

In reference to the crops, &c., he says, "Our crops are excellent, but much damage may yet be done to late crops, it is presumable that the early grain, which is near maturity, will escape the desolating pests. However, it is a hard matter to say, truthfully, what the appetite of these insatiable hordes would refuse in the shape of vegetation. Our fruit crop is unusually good."

"A good feeling exists between our citizens and the natives in our vicinity. They follow, in a limited degree, the peaceful pursuit of agriculture, having a farm enclosed and under cultivation."

WATER IN THE DESERT.—The Rio Virgen Times says "Last month the hands sent out to search for water on the new road to the Muddy, returned. They report having dug and walled up a well 35 feet in depth, in the Beaver Dam wash, with abundance of nice water, and windlass and bucket for the use of travelers. There are now only about 20 miles between water on the new road that altogether avoids crossing the Rio Virgen river."

BIG EFFORTS.—The following extract is from a letter printed in the Daily Tresspass, dated Wadsworth, Nevada, July 27, 1868:

"Every effort possible is being put forth to reach the station for 'Great Salt Lake City' in advance of the Union Pacific Company from the East. A bet offered a few days since by an advocate of the latter company, that they would reach this point (Salt Lake City) before the Central Pacific Company did, was readily taken by one of the managers of this section of the road. Another bet was also as quickly taken by the latter of the aforesaid parties, viz.: that the connection between the two companies will not be made so as to allow trains to run through from Sacramento to New York in one year from that day—the 23d of July, 1868. These facts show the competition."