



GEORGE Q. CANNON.....EDITOR

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### THE COMPLETION OF THE PACIFIC RAILROAD.

THE 10th day of May, 1869, will form an epoch in the history of this country and in that of the whole civilized world, as the day on which the connecting tie of the Union and Central Pacific Railroad was laid, completing the Great Trans-Continental Highway and connecting the shores of the Atlantic and Pacific Oceans. The vast importance of this wonderful work, when viewed in its ultimate consequences, can not be apprehended by the most far-seeing of minds. It is undoubtedly fraught with more momentous interests and destined to accomplish greater purposes than any work ever yet accomplished, in any age, by uninspired man. As a mere work of science and art, it far surpasses those boasted monuments of Pharaohic ages—the pyramids, or any other memento of ancient engineering skill that now excites the wonder and admiration of the human mind; and when viewed from a utilitarian point of view, the latter sink into complete insignificance.

The Great Pacific Railroad is at once an imperishable monument of the genius, enterprise and wonderful vitality of this great nation. It is but yesterday, as it were, since the bloodiest war recorded in the pages of history, waged between the two sections of our nation, was brought to a close—a war which cost a million of lives and thousands of millions of treasure,—and yet since then this great work has been commenced and brought to a successful termination.

In 1862 the first move was made towards the construction of a Pacific Railroad, Congress chartering some two hundred corporators, and granting them tracts of alternate sections of the public lands, with other important privileges. Owing to the reports of the roads and passes through the then comparatively unknown Rocky Mountain region, little or nothing was done, until '64, when greater inducements were held out by Congress, which met with a tardy acceptance by eastern capitalists, and in a short time the project began to assume a tangible form; but up to '66 only forty miles of the road were constructed. The time set for the completion of the road was 1876; latterly the idea gained ground that by July 4th 1870 the work might be completed, but owing to the indefatigable energy and perseverance of the directors and contractors, stimulated by the spirit of rivalry between the Union and Central companies, the work has been completed much within that time, and, to-day the consummation of their gigantic efforts commands the admiration and respect of the whole civilized world. The benefits, commercially, that will result to this country by the construction of this road, are beyond computation. The commerce of the Orient, which the nations of the old world have ever been so anxious to secure, will diverge from its old time-worn tracks, and the world's great centres of trade will be removed from the Eastern to the Western hemisphere. The completion of this great road will no doubt be speedily followed by the construction of other lines, which will facilitate the settlement of the vast tract of country between the Missouri and the Pacific by at least a century; thus developing and enriching the nation. But great as these results will be they are not the most important that will follow the completion of the "Great Highway." These must be sought in the breaking down of national prejudices and the homogeneity of thought, interest and feeling that will be gradually wrought out by it among the nations of the Orient and Occident. By its means those nations will be brought in much nearer proximity: Great Britain, China and Japan; London, San Francisco and Yeddo will be within a few days travel of each other. The al-

most impassable gulf by which they have hitherto been separated, is now bridged over, and the intercourse and exchange of thought and feeling, founded in self-interest, by the increased facilities for commercial exchanges, will gradually wear away the barriers reared by the isolation and national prejudices, that have existed for ages.

These will constitute the triumph of the Pacific Railroad and these are glorious, for they are triumphs in the cause of civilization and progress, a single one of which adds more glory and honor to a nation than all the victories ever gained on the battle field. The latter are but triumphs in the cause of barbarism, inhumanity and retrogression; and as true civilization advances the glory that surrounds the brows of the victors in such triumphs,—being grounded on suffering and death, will grow more dim, until it is finally extinguished and forgotten; but the glory arising from triumphs of mind,—of science and art,—like the Great Pacific Railroad, conferring blessings and benefits on the human race universally, will grow brighter and brighter unto the perfect day.

The Pacific Railroad and the Atlantic Telegraph Cable are the grandest triumphs ever achieved by human genius; they are worthy of the Gods, and are, in fact, the manifestations of Omnipotence to accomplish His purposes among His creatures.

To the people of Utah,—the Latter-day Saints,—the completion of the Union Pacific Railroad is a matter of more significance and interest than to any other portion of their fellow citizens of the Union; and while they rejoice with them at its completion and at the prospect of the increased prosperity it will bring to the nation at large, they rejoice more than all in the fact, that now the dreams of the ancient prophet, who spake about the swift gathering of the people from the nations in the latter days when the "Great Highway" should be thrown up, will be realized. They acknowledge the hand of the Almighty in all movements affecting the interests and welfare of mankind at large, and believe that the construction of the Great Pacific Railroad will prove a mighty instrument in His hands in accomplishing His purposes and in accelerating the progress and triumph of His cause and kingdom upon earth.

### THE FRUITS OF SOUTHERN UTAH.

WE have before us samples of raisins raised at St. George, which were given to President B. Young while there by Elder Joseph E. Johnson, who produced them from vines one and two years old from the cuttings. We had the pleasure of visiting Elder Johnson's garden while we were at St. George, and words cannot express the gratification which we experienced in passing through it, and witnessing what he had accomplished. With the exercise of excellent taste and untiring industry he has made a little paradise where not more than three years ago there was a dry, barren and apparently worthless piece of land. His collection of flowers and fruits is exceedingly fine, and of great value. Every variety of grape that he could hear of, and that he has thought would be useful, he has imported, and he is experimenting with them, as well as with hybrids of his own production, to learn conclusively which are the kinds best adapted for that country.

The samples of raisins before us are from the *Fisher Zagos*, the *White Muscatel*, the *White Malaga* and the *Canadian Chief*, any of which would sell in this, as well as any other market, as an excellent raisin. We understood, while there, that the "Tasting Committee" of St. George had pronounced in favor of the *Fisher Zagos* raisin in preference to the others; but, while admitting the excellence of this raisin, President Young and several of the company who tasted the samples evinced a preference for the *White Malaga* raisin. All these are as good dried fruits as can be imported from any country, and yet they have only taken one and two years from the cuttings to produce them.

Here is a source of revenue to the people of our Southern settlements, and they should devote attention to it. This fruit should be produced in sufficient quantities to supply the entire Territory, and its importation from abroad should cease. Already raisins from the California Mission grape are produced to a considerable extent; but this grape does not answer so well, when dried, as the varieties referred to above. The Mission grape makes good wine, and for that purpose will doubtless

be widely cultivated; but the other varieties make better raisins and good wine also.

Figs, also, are brought here from abroad and extensively sold. They are a healthy fruit, and their use in our dry climate is attended with excellent effects. They are being produced in the settlements south of the Rim of the Basin, and we see no reason why our market should not be entirely supplied from that source.

The English walnut and the almond, also, grow finely, and are likely to yield heavily in that country. They can be cultivated with but little labor, and their fruit can be readily sold in this and other markets.

The attention which is being paid at the present time to diet by our community will undoubtedly cause all these fruits to be in demand. In fact, until fruit is plentifully produced at home, and placed within the reach of all classes, we can not be entirely successful in bringing about the change in habits of living which is contemplated. Already the production of pork as an article of diet is greatly reduced in this Territory, yet butter has been so dear and difficult to obtain at any price, that recourse has been had to lard for shortening, and this has been mainly imported. Neither lard nor butter answer well for this purpose; but pure olive oil would.

Various opinions are entertained in the southern part of the Territory about the raising of the olive tree, the general impression being that it can be successfully raised. In the garden of Brother John O. Naile, at Tokerville, we saw an olive tree growing which was very thrifty. Brother Naile feels sanguine that olive trees will grow in that region, and he is making calculations on propagating them. We have seen them growing and bearing fruit at Los Angeles and vicinity, California, in a climate no more favorable than that of Southern Utah, and we share in the opinion of Bro. Naile that they can be produced in our settlements. The olive is a hardy tree and very tenacious of life; for, we read, that after the earth had been immersed in the waters of the flood, the dove, which Noah sent forth from the ark, returned bearing an olive leaf plucked off.

If it can be acclimatized in our southern settlements, it should receive attention; for there is no people in the world who would consume more olive oil, in proportion to their numbers, than the Latter-day Saints, if they could get the pure article. In the countries where the olive grows the oil is used as generally and in the same way as butter and cream are with us. These trees flourish in the rocky mountains of Palestine, and they are beautiful, long-lived and very fruitful. Among the ancient Jews the consumption of this oil was enormous. The lamps which were kept constantly burning in the Tabernacle and Temple were fed by it, and it was an article of exportation with them. Solomon gave 150,000 gallons of oil yearly to the Tyrian hewers of timber in Lebanon, and, probably, an equal quantity to the King of Tyre himself. The Jews also traded with their oil in the mart of Tyre and sent it to Egypt.

Its cultivation, as well as that of cotton, the raisin grape, the fig and other southern productions, should receive attention from our people who live south of the Rim of the Basin. It strikes us as being the surest and safest way they can adopt of securing their temporal independence and helping forward the great cause which is equally near to the heart of every Latter-day Saint whether living in the North or South.

### THE UTAH CENTRAL RAILROAD.

THE 17th of May, 1869, will be memorable in the future history of Utah as the day when the first ground was broke for the construction of the Utah Central Railroad. Already electricity is being used with excellent effect in bringing our settlements into instant communication with one another; and it now remains for us to call to our aid, in developing the resources of our country, the great motive power of the age—steam. We have arrived at a point in our progress when it is imperatively needed, and we hope before another winter shall have passed, to hear the snort of the locomotive, as with tireless speed, it enters our city, dragging behind it its train of loaded wagons. We understand it is the intention of the President and other officers of the company to push forward the work on the road with energy and dispatch. The grade is an easy one; there are no heavy cuts to be made on any part of the line,

and it is altogether probable that by next September the grading will be completed and everything be ready for the laying of the rails.

In our present circumstances the importance of this line cannot very well be over estimated. It will soon become one of the most important lines in the United States; for it is safe to assume that the passenger and freight traffic upon it will be immense. Aside from the business of bringing eastern and western passengers and freight to our doors, our local travel and transportation will be very considerable. Every year the demand for and consumption of coal are increasing. Even at the high prices which have ruled of late, the supply has been insufficient for the demand; but when the Utah Central shall bring it in any desired quantities, and at greatly reduced and fixed rates, to our doors, it is easy to conceive how largely the consumption will be increased. Cheap fuel is one of the most important questions with which the people of this city have now to deal. The prices of wood and coal which have prevailed for the past nine months are simply ruinous. A community may, from necessity, pay such prices for a single season; but for them to prevail for any length of time would be a very great disadvantage and a serious check to the growth, development and prosperity of the city. On this account, therefore, if for no other, we rejoice in the news received from our Special Correspondent at Ogden, to-day, of the breaking of the ground for the Utah Central Railroad.

But there are other advantages which the completion of this road will give to this city. Every mile of railroad which we build, lessens the cost of transportation, which is very dear in this country. By this means food will be cheapened. The cheapness with which the densely populated cities of this continent and Europe are fed is owing entirely to the great facilities which they have in getting their supplies through competing railroad and steamboat lines. A comparison between the prices of articles of food in the markets of New York and Washington will illustrate this point. New York, with its immense consumption of food, is supplied at a rate a third less than Washington. This disparity can in the main be explained by the superior advantages which the former city possesses over the latter in obtaining supplies from the food producing sections of the country.

In this city the past winter we have been paying exorbitant prices for many articles of diet, which, if transportation had been easy and cheap, we could have had in abundance and at low rates. Take, for instance, the article of butter; it has sold here as high as \$1.50 per pound, and scarce at that. We are morally certain that the people of this city never before ate so much poor butter and paid so high a price for it in the same space of time in their lives as they have the past winter. Yet, in the distant settlements of this Territory, they have been glad to sell it at any reasonable price.

This matter of cheap food is one of the first importance as regards the future of our city. To have a large and prosperous community here, the first requisites are cheap food and cheap fuel. We cannot compete with other places in manufactures until these articles are cheap; for if the present high prices were to continue, the cost of living would be too high for operative labor and many kinds of manufacturing business would be driven from the city.

We, therefore, hail the commencement of the labor in building the Utah Central Railroad with joy. With all our heart we bid it God speed. And we hope that this is but the first of a series of enterprises which shall have for their object the complete union of our settlements by bands of iron, until the works of the hands of the denizens of the most remote and distant parts of our Territory and the produce of the soil, can, by the shortening of time and space which railroads will effect, be speedily interchanged.

PRESIDENT AND PARTY EN ROUTE FOR OGDEN.—By Deseret Telegraph Line learn that a meeting was held at 10 o'clock yesterday morning, at Farmington, which was addressed by Presidents Young, Smith and Wells, and Elder B. Young, junr. 2 o'clock in the afternoon a meeting was held at Kaysville which was addressed by Elders W. S. Godbe, G. Reynolds, E. Reed and Presidents Wells, Smith and Young. The subjects spoken upon were the "Order of Enoch," "Word of Wisdom" and temporal unity. The company left Kaysville at four o'clock, and arrived at Ogden seven in the evening.