

TABERNACLE.

April 2nd, 1854.

Parley P. Pratt arose to address the congregation.

I stand before you this morning to address you for a few moments.

Variety is a treat, and it is not always we are favored in this stand with a text previous to preaching a sermon; neither have we been favored with hearing written sermons.

I thought I would offer for your consideration this morning a text, and a short discourse written to be read before you. I do not know, however, that I ought to call it a sermon, as it will not be of the usual length that sermons generally are. It has been written within half-an-hour from this time, and is uncorrected or rewritten from the first copy.

"The Mormons have learned, by sad experience, that they cannot live in the midst of civilized society."

The foregoing text will be found in a newspaper entitled the "Missouri Democrat." It has been also copied into the Washington Globe of January 6th, and finally into the Deseret News of March 30th.

Now, as it is perfectly true, as applied to that particular civilization with which they were surrounded in the States of Missouri and Illinois; and as the "Mormons" are in a habit of adopting truth wherever found, perhaps I may be indulged in selecting it for a text, and thus it may yet be considered a part of sacred scripture.

The first feature of civilization from which the Mormons shrank in Missouri, was developed in Jackson County, in 1833, in which Lillburn W. Boggs, then lieutenant-governor of the State, aided by civil and military officers of various grades, and by the populace, and even the clergy, expelled some twelve hundred citizens from their own hands and possessions, burned upwards of two hundred houses, robbed, or destroyed property and grain, to the amount of hundreds of thousands, and killed several citizens, and wounded, whipped, and maltreated, not only men, but women and children, inasmuch that many died of their ill treatment.

This kind of civilization finally spread over the whole State. Said Boggs, the murderer and robber, was elected governor; and finally, in 1838, upwards of 10,000 citizens were driven out of the State, and their houses and lands taken for sale, and the property again robbed or destroyed to the amount of millions. Men, women, and children, were again murdered by wholesale, and mothers, wives, and daughters, were by force polluted, till they died in the hands of their ravishers.

Think of Shal Creek, Crooked River, Far West, Diahoun, and Haun's Mill. Was this really Missouri civilization? Yes; and the horrid perpetrators acted under executive authority, and were paid for committing these crimes out of the public treasury of Missouri, by special act of the legislature.

These are samples of Missouri civilization, in contrast with which the Mormons could not live; the survivors fled to Illinois.

But here the Missouri civilization soon spread. The fruits of it were manifested in the massacre of the Smiths at Carthage jail, in the burning of a few hundred houses in Hancock County; in the expulsion of 20 or 30,000 citizens from that State; in the murder of many; and, finally, in the destruction of the great city and temple of Nauvoo.

This, my friends, is a faint description of a few of the operations of that civilization from which the Mormons shrank, and on account of which they took refuge in these deserts and mountain wilds.

And the crimes of which they were then accused falsely by the perpetrators of these horrid acts of civilization were just as true as it now is,—that we hold to adultery and promiscuous intercourse of the sexes; that we have driven out the United States judges; rejected the jurisdiction of the United States; driven out and plundered Mr. Bridger; murdered a man on the Oregon ferry; driven out our country through our territory; sought exclusiveness in our territory; opposed the explorations thereof; murdered Captain Gunnison and party; or that we are at war with the Indian tribes about us; or that we have ever sought anything but peace with the Indians and all mankind.

And, in conclusion, we would remark that the Missouri Democrat is so ignorant of any other civilization than that which has obtained in his own and a neighboring State, that he intimates in the same article which contains our text, that, should the railroad again bring civilization to our territory, and the laws of the United States be extended over it, then the Mormons would be again driven out from their homes as they have heretofore been driven.

Now, for the special information of such editors and their readers, we would inform them that the laws of the United States are already in operation in this territory; that they are here for the protection of Mormons and all other good citizens, and the Mormons and good citizens in general in Utah hope to live to see a just administration of the laws extended over Missouri and Illinois, which would naturally result in the hanging of a few thousand of robbers and murderers, who have occupied a seat in the executive legislature and judicial departments of those two States; and would teach the remainder a better civilized policy than they have heretofore learned.

We fondly hope that the coming generation in those two States will go to school and learn that the laws and constitutions of the United States do not result, when properly administered, in murder, plunder, robbery, houseburning, rape, and exile.

Guano at the China Islands.

A recent letter says: The guano is dug by Chinese coolies or laborers, who are brought here by English ships from the free ports of their native coasts. The poor fellows are made to believe that they are going to do well by engaging to serve as laborers for five years at a real (York) shilling a day and a scanty allowance of rice. They fancy, it is said, they are coming to labor in the gold mines of California. However this may be, it is certain that they are shipped here in English vessels, and transferred or assigned (or whatever the word for such a transaction should be), to the Peruvian government. I have known Englishmen who spoke of having been engaged in the traffic. The government places them on these islands, avowedly under the original contract, to labor for five years—but who is to know how far this contract, if such it may be called, is adhered to? The truth is, the poor Chinamen are sold into absolute slavery—the worst and most cruel, perhaps, in the world.

Here are about eight hundred of the unfortunate creatures at work on these islands at a time; as fast as death thins them out the number is increased by new importations. The labor is severe, much more so than that of the negroes on our Southern plantations. They are kept at hard work in the hot sun throughout the day.

On the middle island they are tasked, each one, strong and weak alike, to dig from the hill and wheel to the mangers five tons of guano each per diem. The guano is compact, like hard, clay-like loam, and as dusky, when dug, as ashes.

On the north island it has to be blasted from the steam puffers. It has to be wheeled from a hundred yards to a quarter of a mile: the nature of the labor may be conceived. The Chinese work almost naked, under a tropical sun, where it never rains. They are slender figures, and do not look strong. Negro drivers—the most ugly looking blacks I ever saw—are stationed among them, with heavy thongs, which I have seen them use. The poor coolies have no hope of reward, no days of rest. The smoke of

their torment goes up on Sundays as well as on week days. It blows away in a yellow cloud miles to leeward, and I never see it without thinking what a hell on earth these islands must be. That I do not exaggerate this account, any one who has been here will readily bear witness. The fact that some of the Chinese almost every week commit suicide to escape their fate shows the true state of their case. I was told that more than sixty had killed themselves during the year, chiefly by throwing themselves from the cliffs. They are buried as they live, like so many dogs. I saw one who had been drowned—it was not known whether accidentally or not—lying on the guano, when I first went ashore. All the morning his dead body lay in the sun; in the afternoon they had covered it a few inches, and there it lies along with many similar heaps, within a few yards of where they are digging.

On the north island the Chinese carry heavy water casks, slung on poles, between two, up the steep hill; they can in this way, as well as in barrows, take weights altogether disproportionate to their slender forms. They look unhappy, as well they may.

We know that the Chinese are strongly attached to their native soil. Wretched and half barbarous as they may be, dark as may be their souls, they still have human feelings, and I am not so constituted that I can witness the injustice of their treatment and their sufferings without compassion—without indignation. It ought to be made known wherever English law prevails, that these poor creatures are deceived and sold into a servitude, from which they almost daily seek escape through death by Englishmen. It is not domestic slavery in which they are placed; they were not born slaves; they are not protected by any laws; there are no women with them; their condition is worse than that of any criminals, exiles, or prisoners in any civilized nation. It ought to be everywhere known.

Americans, who have to bear the reproaches of the English for institutions entailed upon them, and which they could not avoid, have a right to reply, that the worst slavery that exists among the civilized nations of the earth is maintained by British subjects, who transport coolies to the China Islands. It is not the fault of the English that the same system is not carried on in Australia. The coolies brought there, however, have not turned out a good speculation. But the taking and selling free men to such task-masters as the Peruvians, who are little better than the Chinese, is an outrage to humanity, and a reproach to British rule. Let the next slave the English cruisers capture be one of their own ships, with a cargo of coolies for this market.

A DEEP HOLE.—A hole has been sunk in Weaverville, Trinity county, five feet in diameter, and over seven hundred feet deep. The diggers of it have gone through the top bed rock of granite, layers of cobble stones, sand, quartz, cement, &c. At the depth of one hundred and fifty feet, the water became very troublesome; after getting below the spring, at the depth of two hundred and twenty feet the air became so foul, that a small clay furnace, with a long hose attached, was placed at the mouth of the well, which has been constantly purified since by the fire in the furnace. There has been no blasting, though boulders of twenty feet in thickness have been penetrated. The gold has been found in all the strata and in the rock. It is thought the shaft will be sunk four or five hundred feet deeper before the lower bed rock is struck.

DISCOVERY OF THE SITES OF SODOM AND GOMORRAH.—M. de Sauley's recent discovery is one of the most striking within the whole range of Biblical antiquity. The disinterment of Nineveh is, as a matter of feeling, a small matter, compared with the discovery of Sodom and Gomorrah. We do not remember to have read anything of a more thrilling interest than this portion of M. de Sauley's volumes, which have just been laid before the public. There is something so strangely awful in the idea of these living monuments of Divine vengeance yet remaining after six and thirty centuries, with the actual marks of their overthrow still visible upon their blasted ruins.

ARABIC EATERS.—The Syrian peasants eat arsenic as the Chinese eat opium. They eat it for two specific purposes—to acquire plumpness and freshness of complexion, and to improve their wind, so as to enable them to climb long steep mountains without difficulty of breathing. And, strange to hear, these specific purposes are attained. The young poison eaters are remarkable for blooming complexions, and full, rounded, healthy appearances. The peasant, after dissolving a slight particle of arsenic in his mouth, needs heights with facility which he could not otherwise do without the greatest difficulty of breathing.

VARNISH FOR IRON WORKS.—Put 28 pounds of asphaltum into an iron pot and boil it for four hours. During the first two hours of boiling, introduce 14 pounds of litharge, 3 pounds of dried copperas, 10 gallons of boiled linseed oil, 8 pounds of resin, and 1 pound of the sulphate of zinc. After four hours of boiling, these ingredients should be of a thick consistency. It is then suffered to cool, and when cold it is thinned with turpentine, so as to be applied with a brush. It is used for blacking the iron work of carriages, &c. Of course, the quantities given may be reduced, if the proportions are retained.

EXTRACTS

From the Annual Report of the Secretary of the War Department.

WASHINGTON, Dec. 1, 1853.

SEN.—At the last session of Congress an appropriation of \$50,000 was made to ascertain the most practicable and economical route for a railroad from the Mississippi river to the Pacific ocean—and the Act required that the several reports relative to the explorations should be laid before Congress on or before the first Monday of February, 1854. The time allowed, and the money appropriated, it is feared, will prove insufficient for the complete solution of this important problem. A vast extent of country was to be accurately surveyed, and numerous lines, thousands of miles in extent, to be examined; and it is hardly reasonable to be hoped, that such data can be collected as will satisfactorily answer the question proposed. But it is confidently believed that much information will be added to the stock previously possessed—perhaps enough to determine the practicability of the proposed enterprise.

The following general sketch of the country to be explored, will give some idea of the magnitude of the examination required:—

The western portion of the Continent of North America, irrespective of the mountains, is traversed, from north to south, by a broad, elevated swell, or plateau of land, which occupies the greater portion between the Mississippi river and the Pacific ocean. The crest of this plateau, or the watershed of the country, is nearly midway between the Pacific coast and the Mississippi. It may be represented on the map by an undulating line, traced between the head waters of the streams which flow eastward and those which flow westward. It divides the whole area between the Mississippi and the Pacific into two nearly equal portions; that on the east being somewhat the larger.

This crest of the watershed has its great elevation in Mexico, and thence declines to its lowest point about the latitude of 32°, where it has a height of about 4,500 feet, between the waters of the Rio Grande and those of the San Pedro, a tributary of the Gila. From this parallel it increases in altitude northward, and reaches its maximum near the thirty-fifth parallel, where it is about 8,000 feet high. Thence it declines as we pass northward, and in latitude 42° 34' has an elevation of only 7,000 feet, and in the latitude of about 47°, it is reported to be at least 10,000 feet lower.

The heights here given are those of the lowest passes over the crest or watershed, of the great plateau of the country, and not those of the mountain peaks and ridges which have their base upon it, and rise in some cases, to the height of 17,000 feet, into the region of perpetual snow.

The slope of the plateau on the east and south, towards the Mississippi and the Gulf of Mexico, is comparatively gentle, and in Texas is by several steps, of which the highest is that known by the name of "El Paso del Norte," or Staked Plain. It is traversed by the Missouri, the Platte, the Arkansas, and other large rivers, which rise among the mountains near the crest, and flow eastward and southward, in channels sunk beneath the general surface level of the plains.

In latitude 42°, near the source of the Platte, it has an elevation of about 5,000 feet above tide, and in the same latitude on the Mississippi about 1,000 feet. Towards the sources of the Arkansas, in latitude 36°, it has a height of 4,000 feet; and in the same latitude on the Mississippi, 275 feet. These elevations give an average declivity eastward, to the whole plain, of about 1-2 feet per mile, and southward of about 2-3 feet. The western portion of the Pacific, is occupied by a great mountain system, the continuation of the Andes of South America. It has a variable breadth, narrower within our possessions near the Gila, in latitude 32°, where it has a width of about 500 miles, and attains its greatest expansion in the parallel of 43°, where it occupies a space of about 900 miles. On this mountain base, as has been said before, are situated a series of elevated peaks, ridges, and ranges. Those on the eastern side are nearly continuous to the Rocky Mountains; those on the western side are, perhaps, less continuous, and are elevated above the base, and designated as the Sierra Nevada, Coast Range, Cascade Mountains, &c.

The whole space between these extreme ranges is occupied by high peaks; and in various directions by a series of ridges, including elevated valleys, and forming great basins, having no outlet to the sea. The most important of these is Salt Lake Basin, having an elevation of 4,100 feet.

This mountain range is not, as is frequently supposed, a single chain, but a system, extending from a little east of the crest of the water-sled to the Pacific, and occupying about one-half of all the space between the Mississippi and the Pacific ocean. The portion of this belt of mountain range, stretching from north to south, gives rise to a peculiarity of climate and soil. Fertility depends principally upon the degree of temperature and the amount of moisture, both of which are much affected by increase of elevation; and the latter also depends on the direction of the wind. The upper or return current of the trade wind, flowing backwards towards the northwest, gives a prevalence of westerly winds in the north temperate zone, which tends to spread the moisture from the Pacific over the western portion of our Continent.

These winds, however, ascending the western slope of the mountain ridges, are deprived of their moisture by the diminished temperature of the increased elevation; and hence it is that the plains and valleys on the eastern sides of the ridges are generally parched and barren, and that the mountain system—the highest chain of which is known as the Rocky Mountains, by presenting as it were, a screen against the moisture with which the winds of the west come laden—has for its eastern margin a sterile belt, which probably extends along the whole range, with an average width of about 250 miles.

These general views, derived as they have been from imperfect data, may yet serve to give some idea of the immense magnitude of the work necessary to construct a Railway from the Atlantic to the Pacific.

No work for artificial communication has ever exceeded it in extent and physical difficulty. Its execution, however, is within the means and power of the American people. The degree of practicability and the comparative economy and eligibility of routes cannot be determined without accurate instrumental surveys. An error in the pendulum of a few millions, and the ultimate value of the work, for this choice should not depend alone upon apparent ease of construction, but also upon the productive character and general resources of the country thro' which it passes.

From the foregoing sketch it will be perceived, that the lines of exploration must traverse three different divisions or regions of country, lying parallel to each other, and extending north and south, thro' the whole of the western possessions of the United States. The first is that of the country between the Mississippi and the eastern base of the sterile belt, having a varying width of from five to six hundred miles. The second is a sterile region, varying in width from two hundred and fifty to three hundred miles. And the third the mountain range, having breadth of from five to nine hundred miles.

Explorations show that the surface of the first division, with few exceptions, falls in gentle slopes from its western boundary to the Mississippi; at the rate of about six feet to the mile, and that it offers no material obstacle to the construction of a railway. It is therefore, worst of this that the difficulties are to be overcome.

The concurring testimony of reliable observers proves the second division, or that called the sterile region, to be a surface of vegetation and soil, within accessible distance, with the means of ascertaining the variation of atmospheric pressure and other meteorological phenomena; and two of the parties with instruments to determine the direction and intensity of the magnetic force. They have been directed to observe the prevailing direction of the wind, the amount of rain, the degree of temperature and humidity of the atmosphere.

They are also required to report on the geology of the country, to gather specimens of the different rocks and soils, to make collections of the plants and animals, and to collect statistics of the Indian tribes which are found in the regions traversed.

The information which will be derived from this series of observations, will be of much value in establishing the capacity of the country to sustain population and furnish articles of commerce. The astronomical observations are indispensable in fixing the geographical position of the principal points of the route, and for improving the map of our western possessions. The magnetic observations are of importance in accurately tracing the line between the points determined by astronomical observations. It is well known that the magnetic needle has an irregular and sometimes fatal variation, amounting to a difference of eight degrees between Washington City and the western coast of Oregon, and the law by which this variation is increased or diminished has not been ascertained.

The meteorology of the country has a direct bearing on the question of the construction of a railway. The amount of snow which will probably be found along the route, should be ascertained, and this will depend on the temperature and humidity of the place. As we advance to the north, the amount of vapor diminishes; and hence the quantity of snow which falls will be less; but, on the other hand, it will be longer on account of the diminution of temperature. It was therefore deemed proper that the hygrometrical state of the atmosphere should be measured by suitable instruments, and the mean temperature ascertained by thermometrical observations of the soil at a few feet below the surface.

A knowledge of the geology of the country is important, as affording essential data relative to the construction and use of the railway. It teaches, in advance of our expensive experience, the obstacles which will be presented by rocks to be excavated, and their position, and the position of the strata, and the presence of sand, which may drift over the track or damage the rubbing parts of the machinery.

From the character of the geological formation it is inferred the probability of the existence of

of the water shed of the continent, near the forty-seventh parallel of north latitude, and indicated the probability of a railway route in this region, from the head waters of the tributaries of the Missouri, across to those of Clarke's river.

The party first organized under the act of Congress was the one to explore this line, which claimed the earliest attention from the known severity, and length of the winter, and the necessity of commencing operations early in the year. It was placed in charge of Governor Stevens of Washington Territory, who was directed to operate from Fort Paul, or some eligible point on the Upper Missouri, towards the great bend of the Missouri river, and thence on the table land between the tributaries of the Missouri and those of the Luskachiam, to some eligible pass in the Rocky Mountains.

A second party, commanded by Captain McClellan, under the direction of Governor Stevens, was directed to proceed at once to Puget Sound, and explore the passes of the Cascade range, meeting the eastern party between that range and the Rocky Mountains.

Taken in geographical order, the next survey ordered to be made was that entrusted to Capt. Paul, or some eligible point on the Upper Missouri, towards the great bend of the Missouri river, and thence on the table land between the tributaries of the Missouri and those of the Luskachiam, to some eligible pass in the Rocky Mountains.

Reliable information furnished by persons who had been extensively connected with the western explorations of the government gave such assurance that no railway pass could be found north of Kern river, into either the Sacramento or San Joaquin valley, that it was not deemed proper to expend any part of the limited means appropriated for such a search; and having learned that the Mormons of the Great Salt Lake were making a survey for a railroad from their settlement to Walker's Pass, Capt. Gunnison, whose former intention was to explore the route to the Pacific, was directed to procure a report of that survey, thus connecting his line with the survey to be ordered near the 35th parallel.

Postponing for future operations, if further surveys shall be ordered, the exploration of a route from the Salt Lake across the Sierra Nevada to the valley of the Sacramento, Captain Gunnison was directed to return from the Great Basin thro' the Timpianajo Canyon or other passes, and across the Weber and Bear rivers by the coal basin, to such point of disbandment as his discretion might direct.

The next line is that near the thirty-fifth parallel, which is in charge of Lieut. Whipple, of the corps of topographical engineers. He was directed to ascend the valley of the East Rio del Norte, and enter the valley of that river at some point below Albuquerque, thence to extend his exploration west thro' Santa Fe, Madrid, the mountains west of Zuni and Moqui countries to the Colorado of the West, and proceeding in the direction of Walker's Pass, to continue his survey by the most direct and practicable line to the Pacific ocean. Much testimony in favor of the practicability of this line, indicated it as a proper route for exploration.

Another line further north is that suggested by the survey of Major Emory in 1846, and those of the boundary line of the 32d parallel. It passes around the extremity of the Guadalupe mountains of Texas, in about latitude 31°, and crosses the Rio Grande near the Jome Anya, or Frontera, in about latitude 32°, and thence follows the table lands west of the San Pedro river, and thence along the Gila river to its mouth. A portion of this line passes thro' the territory of Mexico, and another portion is north of the line of operations of the boundary commission, and consequently, these were not included in the boundary survey. The gaps thus existing in this line are to be filled up by the survey of Captain Pope, and that under the direction of Lieutenant Parke, both of the corps of Topographical Engineers. The instructions to the latter were not given until recently, and the survey with which he is charged requires a part of the line to be run within the limits of Mexico. The Mexican government have, however, removed the difficulty by granting authority to the United States to make all explorations necessary to determine the practicability of a railway route in this region.

Several parallel routes on the Pacific side, to connect as before described with those from the east, were directed to be surveyed by Lieut. Williamson, of the corps of Topographical Engineers. He was instructed to examine all the passes eastward from the valley of San Joaquin, and the Tulare lake, and subsequently to explore Walker's and other passes which exist in the high range of mountains apparently the southern continuation of the Sierra Nevada.

The experience of almost every party which has crossed the continent, shows the necessity of fitting out a separate party on the shores of the Pacific, to explore the Sierra Nevada and other elevated ranges near that coast. Parties reaching these great barriers from the Atlantic side are too much fatigued and exhausted to make elaborate surveys. It is also necessary that these parties should commence operations early in the spring, in order to complete the field work before the heavy snows interrupt progress.

Copies of the instructions given to all the parties are hereto appended. From these it will appear that the officers of the different expeditions have been directed to observe and note all the objects and phenomena which have an immediate or remote bearing upon the railway, or which may serve to develop the resources, peculiarities, and climate of the country. For this purpose they have been supplied with full sets of instruments for determining the latitude and longitude of places, the courses and distances of the routes, and of the topography of the country on either side, within accessible distance, with the means of ascertaining the variation of atmospheric pressure and other meteorological phenomena; and two of the parties with instruments to determine the direction and intensity of the magnetic force. They have been directed to observe the prevailing direction of the wind, the amount of rain, the degree of temperature and humidity of the atmosphere.

They are also required to report on the geology of the country, to gather specimens of the different rocks and soils, to make collections of the plants and animals, and to collect statistics of the Indian tribes which are found in the regions traversed.

The information which will be derived from this series of observations, will be of much value in establishing the capacity of the country to sustain population and furnish articles of commerce. The astronomical observations are indispensable in fixing the geographical position of the principal points of the route, and for improving the map of our western possessions. The magnetic observations are of importance in accurately tracing the line between the points determined by astronomical observations. It is well known that the magnetic needle has an irregular and sometimes fatal variation, amounting to a difference of eight degrees between Washington City and the western coast of Oregon, and the law by which this variation is increased or diminished has not been ascertained.

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A knowledge of the geology of the country is important, as affording essential data relative to the construction and use of the railway. It teaches, in advance of our expensive experience, the obstacles which will be presented by rocks to be excavated, and their position, and the position of the strata, and the presence of sand, which may drift over the track or damage the rubbing parts of the machinery.

From the character of the geological formation it is inferred the probability of the existence of

coal; and from the dip and strata of the rock, the feasibility of procuring water by artesian wells, for the use of engines—and whether or not the supply may be extended beyond this want, and supply serve for the irrigation of the land. Should this last result be obtained, it would furnish the means to convert a sterile waste into a fertile region, and add to the power and wealth of the United States, by extending their settlements in a continuous chain from sea to sea.

Observations were directed to be made as to the zoology and botany of the country, which enters into the question of the choice of routes, because they are indicative of the capacity of the country to sustain life and furnish materials for construction.

The absence of navigable streams in a large portion of our recently acquired territory, and the existence of the vast arid and mountainous regions described in another part of this report, have induced upon the government a very heavy charge for the transportation of supplies, and for the services of troops stationed along our new frontier, and operating against the predatory and nomadic Indians of those regions. The cost of transportation within that country for purposes connected with military defense, amounted in the year ending in June, 1853, to \$1,175,000.

The modes of transportation now used—wagons drawn by horses, mules or oxen—besides being very expensive, are necessarily circuitous on the routes traveled, slow and generally unsatisfactory as to prompt inquiry for means which may be attained with better results.

In any extended movement, these wagon trains must depend upon grass for forage, and their progress will seldom average more than twelve miles per day; and it often happens in traversing the country just referred to, that long pauses are encountered in which there is neither grass nor water; and here the consequences must be severe privation and great destitution to the animals employed, if not the failure of the expedition.

These inconveniences are felt in all movements between the distant parts of that section, and seriously obstruct, sometimes actually defeat, the pursuit of the mounted Indians of the plains, who, by their intimate knowledge of the places where the small supplies of grass and water are to be found, are able to fly across the most arid regions, after having committed depredations on our frontier population, or upon the trains of merchants and emigrants.

Beyond the difficulties here contemplated in connection with transportation to the interior, it is proper to look to those which would arise in the transportation of supplies for the defense of our Pacific coast, in the contingency of war with a maritime power. Our experience has been confined to a state of peace, and to the use of routes of communication which pass beyond the limits of our territory. Reasoning from the difficulties which have been encountered in supplying points where it was necessary only to traverse a part of the space which lies between the Pacific coast and the points of supply, it may be claimed as a conclusion that it would not be practicable, with the means now possessed, to send across the continent the troops, munitions and provisions which would be required for the defense of the Pacific coast.

A railroad, such as has been contemplated, to connect by the most eligible route the Mississippi river with the Pacific coast, would but partially remove the difficulties. It would serve to transport troops, and to supply depots along route, and at the extremity of the line; but there would still be vast regions of the interior too remote from its depots materially to feel its effects.

On the older continents, in regions reaching from the torrid to the frigid zone, and in the plains and precipitous mountains covered with snow, canals are used with the best results. They are the means of transportation and communication in the immense commercial intercourse with Central Asia. From the mountains of Circassia to the plains of India they have been used for various military purposes, to transmit despatches to transport supplies, to draw ordnance, and as a substitute for dragon boats.

Napoleon when in Egypt, used with marked success the dromedary, a fleet variety of the same animal, in substituting the Arabs, whose habits and country were very similar to those of the mounted Indians of our western plains, for the mules, which he believed to be reliable authority, that France is about again to adopt the dromedary in Algeria, for a similar service to that in which they were so successfully used in Egypt.

For like military purposes, for express and for reconnaissance, it is believed the dromedary would supply a want now seriously felt in our service; and for transportation with troops rapidly moving across the country, the camel, it is believed, would remove an obstacle which now serves greatly to diminish the value and efficiency of our troops on the western frontier.

For these considerations it is respectfully submitted that the necessary provision be made for the introduction of a sufficient number of both varieties of this animal to test its value and adaptation to our country and our service.

CONCERT.

THE pupils of Mrs Cooke will perform a musical recreation, entitled "Flora's Festival," at the Social Hall, on Monday evening, May 1st; after which, other songs, duets, and pieces of music will be performed. Tickets 50 cts each; for sale at Mrs C's residence—14th ward, and Goldard's store.

NOTICE.

IS hereby given to the inhabitants, and those holding lots in the 6th ward, that they are requested to call immediately and make such arrangements with the undersigned, as will speedily finish that portion of the City Wall which is apporportioned to the said ward.

WM. HICKENLOPPE, Bishop of 6th ward.

TAKEN UP.

AT Lehi precinct, in Utah county, some 10 days ago, a dark bay mare, which had been running on the range in that vicinity 7 months, mottled size, no visible brands; supposed to be 8 or 9 years old. E. K. FULLER, [Point Keeper.

STRAYED.

FROM G. Allen's pasture, two weeks since; a dark red stag, black face, branded H on left shoulder; points of horns broken off; 8 years old. Please deliver said stag to W. K. Cahoon, G. S. L. City, or to the subscriber on Little Cottonwood, and be rewarded. WM. BIRD.

Come to my place.

LAST June, a small red and white cow, 5 years old; no brand visible; the owner can have her by calling on ROBERT GARDNER, apr 13-11-2ts [South Mill Creek.

TAKEN UP.

ON the range west of Jordan, a light red heifer, and calf, with a mark in left eye; of swallows fork, the light ear, light crop and under bit; supposed to be 2 years old last fall. The owner is requested to prove property, pay charges and take her from ISSAC DECKER'S, West Jordan.

STRAYED.

FROM Mill Creek Canyon last fall; a dark brindle bull, about 5 years old; branded "PETER WHITE" on the right horn. Also: a dark brindle bull with some white spots on his sides, and has a ring in his nose. Also: a dark brown or black ox, bald face; about 8 years old; branded on the right horn with PETER WHITE. Who ever will bring any of the above animals to the subscriber will be rewarded. PETER WHITE, Mill Creek Canyon.

STRAYED.

A 2 year old heifer, white face, line back; with a board attached to her neck; branded DAN ATWOOD. Any person who will return her to the owner will be liberally rewarded. DAN ATWOOD, opposite to the [Seventies Hall.

TAKE NOTICE.

THE members of the 33d Quorum of Seventies are requested to report themselves by letter or otherwise to the clerk of said quorum, in G. S. L. City, immediately, by order of the Presidents.

HENRY W. BAKER, Clerk.

Arrival and departure of the U.S. Mail from and to G. S. L. City.

The Eastern Mail leaves for Independence, Mo., the 1st of each month, at 6 a. m. Arrives the last day of each month at 6 p. m. The Western Mail leaves for Sacramento City, California, the 1st day of each month, at 6 a. m. Arrives the 30th day at 6 p. m. The Oregon Mail leaves for the Dallas, the 1st of Dec., Feb., April, June, Aug., and Oct., at 6 a. m. Arrives the last day of Nov., Jan., March, May, July, and Sept., at 6 p. m. The above mails will be closed at 4 o'clock p. m. on the last day of each month. The Brownsville and Miller's creek mail leaves every Monday and Thursday, at 6 a. m. Arrives every Tuesday and Friday, at 6 p. m. The Southern mail leaves every Monday, at 6 a. m., for American Fork, Provo, Springville, Payson, Salt Creek, and Manti Post offices, and returns every Saturday, at 6 p. m. No regular mail to Fillmore City, or Parowan. When will the mail close? How late can I get a letter in this mail? Please read the above, and not trouble the Post Master to answer such questions.