

these wires have sometimes been used to prevent the plunder of the ranches by the Indians. From year to year we are extending our railroad system. We have had no encouragement from the General Government in relation to railroads; we have never been permitted even to have the right of way, by act of Congress, over a foot of ground, until we have occupied it with a railroad for a year or two, and sometimes not then; and we are extending our railroad system without any aid from Congress or any other source, but our own ingenuity and means, and that of our friends.

We are doing all we can to unite our brethren to cooperate in the building of factories, in the construction and establishment of machinery of various kinds, in commercial operations, in the building of railroads, the enclosing of farms, and in every branch of business possible we are endeavoring to unite the people in order to save labor, economize, and produce within ourselves as many articles as we possibly can that we need to consume, and some to sell, for our history for the past few years has proved that we have traded too much—we have bought more merchandise than the products of the country would justify, and a system of manufacturing is very important, and our people have constructed some very fine mills for the manufacture of woolen and other goods.

While we are tracing, for the consideration of our friends, our progress, we here say that we have had very little encouragement from the outside. Our mines were worthless in this country until the railroad was built. In 1852, we presented to Congress, by our Delegate, Dr. Bernhisel, a petition for a railroad across the continent. Members of Congress then ridiculed the idea as being a hundred

years ahead of the age. Our Delegate invited his friends to come and see him when the road was constructed, and some of them have done so. The memorial was presented six or eight times, being repeated session after session, before any steps were taken by Congress towards the construction of the road, and it was finally completed much earlier than it would have been had it not been for the cooperation of the people of this Territory, who made the roadbed for four hundred miles over the worst part of the route, and, also furnished a good deal of business for the road to do when it was finished.

As soon as the railroad was completed mines here, containing lead, with a small percent of silver, became valuable. They were not worked before. Of course we worked them a little when we wanted a little lead, but the silver mines, as they are termed now, were not worth a dollar then. But as soon as the great railroad and our branch lines were completed the mining property of the country became valuable. It would have seemed that a wise government would have encouraged such enterprises, but this has not been the policy of the General Government towards Utah. They have seemed to think that all that was necessary was to send governors and judges, and to pick the most bigoted men they could find to fill these positions; though I must say that, during the twenty-four years that we have been a Territory, we have had many very excellent men sent here, including very good governors, and very good judges, and some who, I think, would have been better employed in other callings. It is really an unfortunate circumstance to pick up men and send them to any country, to occupy important offices, who are