

proportion. Flour is not quite so high as it was, being now \$8 to \$8 50 per hundred pounds.

Theatre-goers are having a good time just now in this city. The past and the present week the theatre is open every night, with Messrs. McCULLOUGH and WALDRON as stars, in a "great combination."

Nightly performances, in such a large theatre, in a city of 15,000 to 20,000 inhabitants, is something worthy of note. How long the patrons of the theatre can stand the pressure is more than I can foretell. Perhaps until after "New-Year's."

The vicinity of the extreme southern settlements of this Territory, on the borders of the Rio Virgin, have recently been subjected to Navajoo raids, and about forty horses have been driven off east of the Colorado.

Efforts have been and are being made to push the Deseret alphabet into use. This is a favorite project of BRIGHAM YOUNG. Several thousand copies of one or two elementary readers have been published in this character, and some of them have been distributed. The Deseret alphabet is constructed on the principle of a certain sound to a certain letter, but it differs from the Pitman phonology in the fact of the same character being used for writing and printing, whereas PITMAN has two series of characters, one for writing and the other for printing.

Business still continues exceedingly brisk, and the store goods are carried off in a lively manner.

UTAH.

The Pacific Railroads—The New Cities of the West—The Deseret Alphabet.

From Our Own Correspondent.

SALT LAKE CITY, Monday, Dec. 7, 1863.

The railroad is the great topic of conversation in this region, a perennial and fruitful topic, growing more and more interesting as the work progresses and the end of the Titanic race draws near. For the Central Pacific in the Humboldt Valley, and the Union Pacific in the Bear River Valley, are both advancing to the winning-post with eager strides, the definite location of which post depends on the two competitors for the prize.

During the Summer, Green River was the popular prospective "Winter Terminus" of the Union Pacific. In the Fall, when Green River was passed Bryan was the point. When the rails left Bryan behind, Bear River City, of recent tragic fame, was destined to be the city of all railroad cities, and the certain terminus until next Spring. The rails have come past Bear River and will soon be in the famous Echo canyon, at the mouth of which, or where it debouches into Weber Valley, is to be the next magic city, Echo by name.

BEAR RIVER CITY.

Bear River City appears to have subsided to a commendable degree of quiescence, the disturbing elements having advanced with or preceded the rails. Some of the fast characteristics of Bear River City are reported thus early to have discovered themselves at Echo City, and they are undoubtedly nothing but the first fruits of the liberal harvest to come. In all probability Echo City will be a great place shortly, and possibly for the Winter, but that is a matter of conjecture, and depending much on the weather. For if there is any reasonable possibility, the Union Pacific Company will put their line through into this valley before the Winter is fully set in, and then they can continue work in the valley and along the north end of the Lake, if the cold season should be in anywise favorable.

In order to accomplish this desirable end, as the tunnels between Echo and Bear River and in Weber canyon are not ready for the rails, a temporary surface track will be laid by the tunnels, so as to continue the work of laying the rails past them. On this point, as on a hinge, hangs the chance of the Union Pacific Company winning. If they get their rails laid through Weber canyon before Winter, they will be in a condition to run much farther westward with little or no hindrance. If they cannot get out of Weber canyon with their rails this Winter they cannot until late in Spring, and then the Central Pacific Company will have a great advantage, and will be likely to be at Ogden first, in which case the junction of the two lines, or the meeting of them, will be at or near that city.

There are some things respecting the future of these railroads that are highly probable, and other things that are certain. The Union Pacific have ceased work on the grading between Humboldt Wells and Monument Point, at the north end of Salt Lake, but the Central Pacific have not. Both Companies are grading between Monument Point and Ogden, in this valley; so for that distance there is every probability of a double road. It is also asserted that the Union Pacific design to continue their road on to the Columbia River, and the Central Pacific theirs to Salt Lake city and Denver, if not to the Missouri River.

These minor considerations, however, can hardly affect the present race of the two roads to meet each other, for on that meeting depends the proportion, to each, of the subsidies already granted by Congress.

The demand of late for teams to haul ties and otherwise expedite the work, with the increased pay offered as inducement since the less favorable weather commenced, has caused a material rise in the price of fuel. For the past two years coal has ranged from \$25 to \$30 per ton. Now it is \$35 to \$40, and wood is in proportion. Wheat is still high, \$3 25 per bushel of sixty pounds, and other grain in