

EDITORIALS.

MONTANA AND A RAILROAD CONNECTION.

GOVERNOR Potts sent the following to the Montana Legislature, Jan. 17—

"To the Honorable Legislative Assembly of Montana:

"Learning that the people of your Territory are desirous of having communication by railroad established between your business centres and the roads leading to the great cities of the United States, and that a liberal subsidy will be granted by your Legislative Assembly to any responsible corporation or individuals that will undertake to build such railroad, we therefore submit the following proposition, to wit:—

"1. That we will undertake, in consideration that such a subsidy as hereinafter named is voted, to build a narrow-gauge road of the width of the Utah Northern Railroad, starting at Franklin, after obtaining a survey of the contemplated route, to run the road to Montana and to terminate at a point in Montana as far north as the Big Hole River, and said railroad to be completed at the rate of one hundred miles per year from and after the commencement of the same.

"2. That said road shall be supplied with all the necessary rolling stock to do and transact the business of said road as it progresses.

"3. That said road, which will be called the Utah Northern Extension Railroad and will be constructed as above named in consideration of your Territory granting to the individuals or corporation building the said road bonds to the amount of \$1,500,000, basing the entire length of road at 300 miles, which would be built under and pursuant to this proposition.

"4. That the amount of bonds to which the said subscribers or corporation shall be entitled when the whole road is constructed shall be issued and placed in escrow in the city of New York, only to be delivered in accordance with provisions hereinafter contained.

"5. That said bonds shall draw interest at the rate of 8 per cent. currency per annum payable in New York semi-annually, provided that interest shall only be computed from the time of such delivery thereof to the parties engaged in the construction of said road.

"6. That the construction of said road shall commence at said point mentioned (Franklin) and continue towards the said designated terminus and that from said place of commencement to said terminus line in Montana there shall be delivered and paid over upon the construction and opening for freight and passengers of every 20 miles of said railroad from said starting-point the *pro rata* proportion of bonds—that is to say \$5,000 per mile.

"7. The depository of said bonds shall be in the city of New York, to be fixed and agreed upon by mutual consent of parties in interest, and the work of constructing said road shall be commenced within sixty days after the bonds shall be deposited, as above stated.

"The foregoing proposition is made in good faith and with the intention of building said road if the aid asked for is granted by your Territory. We are satisfied of our ability to construct the road within the time and in the manner above named. All of which is most respectfully submitted to your honorable body to act upon.

"Dated at New York the 23rd day of December, 1876.

"(Signed) Oliver Ames, E. A. Atkins, Jay Gould, F. Gordon Dexter, Sidney Dillon, J. Richardson, Royal M. Bassett, President U. N. R. R. Co."

Respecting the above proposition Montana is considerably exercised. The Helena Herald favors a direct, outright gift and says—

"In no event, it strikes us, should this subsidy reach beyond one-third of the lowest possible cash cost of a road, and any railroad that can't be built with this degree of help ought never to be built at all."

The New North-West rather objects to the proposition of the rail-

road magnates quoted above, in these respects—that the subsidy asked per mile is too great; that the interest named is too high; that there is no limitation on the length of time the bonds are to run; that there is no reserve on the payments by 20-mile sections to become forfeit if the company fails to complete the road, and thus Montana might give nearly a million of dollars of bonds for a road wholly in Idaho; that there is no provision that the most direct practicable route shall be followed; that there is no provision that representatives of Montana shall determine if the road is first-class; that there is no guarantee of operation of the road or limitation on rates of fare or freight; that, if all the above points were satisfactory, the company asks too long a time to complete the work, 100 miles a year not being quick building of a narrow-gauge road nearly all prairie; that, if the parties making this proposal will not make better terms, the Legislature should provide for a commission empowered to contract with others who will.

The same paper further observes—

"We trust the season will not end without a measure having passed that will secure us early railroad communication, but the above proposal does not strike us favorably. It isn't 'Hobson's choice' with Montana.

"However, this proposal is a fair starter. It is the first *bona fide* proposal from those evidently able to do what they propose that Montana has had on a railroad of any account. It cuts in two from the first the old time talk about three millions of dollars for a road from the south. And it is only a preliminary, crude proposal, to be perfected by legislation, contract and stipulation. We hope to see the terms modified, the provisions amended, the obligations made mutually binding, and a railroad project perfected this session.

"The North and South road to connect at Franklin and reach Beaverhead Valley will probably require the construction of about 300 miles of road. At \$8,000 per mile the cost would be \$2,400,000. We do not anticipate the company will contract to build it for a gift of \$800,000 in bonds.

"The estimated length of the Helena and Benton road is 160 miles, which at \$8,000 would cost \$1,280,000. But Captain Coulson will not take one-third of that, or he would accept the \$430,000 already voted by Lewis and Clarke and Choteau counties.

"It is stated the Northern Pacific Company would agree to build 300 miles within the limits of Montana for \$5,000 per mile, which is probably less than one-third of what that standard gauge would cost, but there are 700 miles of that road to be built before it would strike the heart of the settlements, and a road built from the head of navigation on the Yellowstone to Gallatin Valley would not give us that uninterrupted rail communication the Territory needs.

"We will probably be asked more than one-third of what it will cost to construct any road that will be built within reasonable time. It will be said, perhaps, that we estimate the cost of construction too low. We have seen it stated that narrow gauge railroads have been graded, tied, ironed and bridged ready for the rolling stock for less than the amount named, when material was higher than it is now. There are no easier lines of grading, fewer long bridges anywhere, than on the projected narrow gauge lines for Montana. We believe the amount named per mile sufficient now to construct either road with stations, tanks, sidings and everything ready for regular operation, and while the Herald may have placed the limit at one-third in estimating on a larger sum it probably holds about the same view entertained here that \$4,000 a mile is the outer limit that the Legislature should give any consideration to."

—An eastern paper says, "To confess a creed is not a proof of your conversion, but to pay your honest debts is very likely to be. Genuine religion is more apt to do than to tell what it does. If your religion makes you upright and downright you can afford to be satisfied with it, but if it fails to do this you may safely conclude that you have bought the wrong article."

THE DEVELOPMENT OF LOCAL RESOURCES.

It is a self-evident truth that when a man's expenditure exceeds his income he is on the road to bankruptcy. This fact is equally true of a community as of an individual. When the imports of any section of country exceed in value its exports, then the citizens of that region, as a whole, are gradually becoming poorer, no matter how great the natural resources of that region may be. The remedy for this evil consists in either reducing the imports or increasing the exports, or better still, in doing both.

The imports of a country can be reduced by its citizens adopting the practice of great economy in the use of all articles of foreign manufacture, or by the entire refusal of the people to purchase from abroad, preferring rather, by so doing, to suffer the inconveniences of going without that which they cannot manufacture or produce to the suicidal policy of gradually selling themselves out of house and home to strangers.

The exports of a country can be increased by the development of its resources, principally by the introduction of suitable manufactures, by a more thorough cultivation of the soil, and by the planting of a broader area in those crops which will find a ready and profitable sale abroad, when the home market is supplied.

In the further consideration of this subject let us go first to the tiller of the soil, and enquire of him which crops will yield the best returns to the farmer of this Territory. In his reply he will have to consider—

Which crops can be raised in the greatest abundance and with the least outlay?

Which will best bear the cost of transportation to market?

Which, of those crops that best fulfil the above conditions, will find the readiest and most unfailing market beyond our borders?

Nearly every section of a country is possessed of peculiar advantages or disadvantages incidental to its geographical position, its climate, the nature of its soil and its means of communication with surrounding communities, all of which have to be taken into account in the consideration of our question.

To discover, therefore, the best paying crops we must be still more minute in our enquiries. We must ask to which crops are the soil and climate of Utah best adapted, which will yield the largest return from the least amount of scientific attention, and which can be brought into market with the employment of the least amount of skilled and expensive labor. To the first portion of this enquiry our answer would be that so great is the variety of soil and temperature in the various valleys of this Territory that almost any crop grown in a temperate or semi-tropical climate can be matured within our borders, with the exception of those that require a humid climate, constant rains, or excessive irrigation, as rice or flax for instance, the cultivation of either of which could not be carried on in this dry climate to compete in the markets of the world in price and quality with that produced in more congenial climates.

With regard to the latter portions of our enquiry it is obvious that there are many crops that can be brought into market, wherein the unskilled and lighter labor can be done by children, such as the tending of silk worms, the reeling of silk and the preparation of dried and canned fruits.

One of the most important things to be considered by the farmers and manufacturers of Utah is the subject of freights, located as we are at a considerable distance from our outside markets. It is evident that when it costs fifty per cent of the selling price to carry an article to market, it must either be sold very low by the producer, or, if it pay the producer here, the price must be very high in the market to which it is exported. For example, if grain be selling at a cent and a half a pound in San Francisco, and it costs three quarters of a cent to get it there, then the producer cannot possibly get more than three quarters of a cent for it in this city; indeed he cannot get quite as much, as the profit of the merchant,

agent or middleman is not here taken into consideration. But if an article is worth ten or twenty cents a pound in San Francisco or Omaha, then the railroad tariff of 1/2 of a cent does not make so great a difference between the price obtained by the farmer of Utah and his brother farmer who lives in California or Iowa. For this reason we do not deem it good policy to raise grain and potatoes with a view to exportation alone; but we should raise sufficient of these necessities for home consumption; as it is, our crop of oats and barley seldom equals the demands of the home market. It is estimated that at the present time the people of the United States are paying annually the following amounts to other countries for goods that they could manufacture at home—

For linen fabrics.....	\$25,000,000
" Sugar.....	18,000,000
" Earthen and china ware.....	10,000,000
" Leather and gloves..	10,000,000
" Silk goods.....	25,000,000
" Watches and watch materials.....	3,000,000
" Cotton goods.....	30,000,000
" Glass and glass ware	6,000,000
" Woollen goods.....	50,000,000
Total.....	\$177,000,000

In other words, this country is \$177,000,000 poorer every year than if it employed its own citizens and kept its money at home. Nor do these figures show the whole extent of the injury to the material interests of the country, as activity in the manufacture of these articles would naturally give an impetus to other branches of trade and manufacture, and the mechanics employed would necessarily employ others to supply their wants, and extend the general "good times."

Some of the articles mentioned above could be manufactured with profit in Utah, others could not be made so remunerative. Here, however, we desire to draw the attention of our brethren and sisters in these valleys to the following industries, and although some of them cannot be profitably carried on with a view to exportation alone, yet their development is highly necessary to the happiness and comfort of the people and to the accomplishment of the purposes for which God led us to this secluded land—

The cultivation of fruit, especially peaches, for drying and canning, and of grapes for making raisins and wine.

The cultivation of tobacco as an article of export or for home manufacture.

The cultivation of potatoes for home consumption and the manufacture of starch.

The cultivation of oil-producing plants, so that linseed and other oils necessary in many manufactures may be obtained pure.

The cultivation of the mulberry tree and the production of silk.

The increase of our flocks and the improvement of our breed of sheep, with a view to the exportation of the wool and supply of our factories therewith.

The development of our copper, iron and coal mines, the two latter being at the foundation of Utah's financial progress and advancement.

The manufacture of articles of iron, copper and lead, of pigments, salts and acids, of soap and lye, of brooms and brushes, and indeed an increase in smaller manufactures of all kinds, to keep the people employed and rich, and to create a home market for the productions of the farmer and gardener.

The manufacture of leather, and of boots, shoes and clogs, also an increase and improvement in the production of woollen fabrics, blankets and yarn.

The more extensive cultivation of the sugar cane and the manufacture of a superior article of molasses.

The establishment of dairies for the production of cheese and butter, it being a disagreeable fact that much of the butter we use and almost all of the cheese is imported from distant markets.

The cultivation and manufacture of mustard.

To a few of the above named industries we desire to draw attention in detail.

PEACHES.

Utah is pre-eminently a land of peaches. With proper attention paid to trees and to varieties suitable to this climate, a large crop may be annually raised. As it is,

thousands of tons of this nutritious fruit are wasted every year; and for want of proper pruning and attention double the quantity wasted is worthless on account of its diminutive size and immaturity, from lack of sun to ripen. All this could be obviated by proper training. As it is, little or no attention is paid to trees in the majority of gardens, yet the peaches grow in spite of the neglect. The necessity of systematic operations in growing, drying, canning, and preserving this really valuable fruit is one of the crying necessities of our people to find employment for the young and to add to the comfort of all.

TOBACCO.

It is said the tobacco plant grows wild in Southern Utah. Dr. Palmer affirms that the plant is indigenous to Utah. It is certain it was, in olden times, used by the natives of these parts, as fragments of pipes have been found in all the Indian mounds that have been opened. It is probable that tobacco raised at this altitude would possess distinctive excellences, which when once recognized would give it a high value in foreign markets. The little that has been raised here has been classed by experts as "good."

From the fact of its being very prolific, its cultivation would doubtless be very remunerative in a country where it grows wild, and its price at the centres of manufacture would admit the payment of a heavy freight to the railroad companies and yet give a good price to the producer.

GRAPES.

Like Palestine of old, Utah is distinctively the land of the grape. The reason is, that we are surrounded by mountains of volcanic origin, or containing rocks which by decomposition produce the finest food for the rootlets of the grape vine. The grape can be grown in these valleys with very little effort, especially on our bench lands, where myriads of tons, often with but one year's tender watering, could speedily be raised. We need grapes to manufacture into raisins for export, and to make into wine and brandy for exportation, which with proper attention might be of the very finest quality. The tartaric acid that could be obtained from the lees would also add to our exports.

THE MANUFACTURE OF BOOTS AND SHOES.

This is an enterprise that should receive immediate attention. Boots and shoes are articles that are in every day demand. It is estimated that at least half a million of dollars is annually paid to foreign markets by the citizens of this territory for boots and shoes alone. There is no reason why the manufacture of these articles, systematically and practically carried on, should not be a paying investment and at the same time compete in price and quality with the imported goods. It would be better still for the prosperity of the territory that our leather should be made here, but until that is done it is better to import the leather and manufacture the goods than to purchase them already made up.

An expert in the boot and shoe business in Utah has placed before us the following calculation—

He estimates that from \$80,000 to \$100,000 cash could be saved to the Territory annually by the establishment of a factory which would make twelve dozen pairs of men's, women's and children's per day. Such a factory would give employment to from sixty to seventy skilled artisans and thirty or forty unskilled laborers and apprentices, and would cost about \$15,000 to put in motion. That is—

For machinery of the best and most improved descriptions, such as is now used by the leading manufacturers in New England, lasts, dies and tools,	\$3,000
Stock of sole leather, calf, kip, upper, serges, lining, findings.....	7,000
Capital to meet current expenses.....	5,000
Total.....	\$15,000

With machinery and appliances, and the labor properly divided and directed, such a manufactory can compete with the eastern dealer. It must be remembered that the jobbers and others of whom the wholesale Utah merchant buys are under heavy expenses at home, to which must be added the cost of