

men of judgment, discrimination and skill agree with it fully, that distinction belongs to Tomasso Salvini, the Italian Forrest. We might as well settle our minds down to the stern even if forbidden fact that the greater geniuses have their cycles and do not rarely if ever come to carnal life outside of them. The actors of the present day have to too great an extent the making of money as the object rather than an incident of their career, by means of which sordidness such genius as they may possess, is hindered and hampered, not given full play to. Those who were witness to or read of the display of egotistical temper enacted here some time since by Richard Mansfield because the box receipts were not commensurate with his own estimate of himself had some evidence in point, but there is an abundance of it here as well as elsewhere. Where one's art or calling is not the absorbing theme; where it is simply a huckster's cart whereby his living is brought to him—whereby his coarser part is pampered and cultivated—it is not to be presumed that there would be much real greatness in the field even if the horoscope of events had cast the native qualities here.

NEVADA HOMES AND FARMS.

An extra census bulletin just issued from Washington gives the following statistics of ownership and debt in Nevada:

In regard to farms, the conclusion is that 16.12 per cent of the farm families hire and 83.88 per cent own the farms cultivated by them; that 17.17 per cent of the farm-owning families own subject to incumbrance and 82.83 per cent own free of incumbrance. Among 100 farm families, 16 hire their farms, 14 own with incumbrance, and 70 without incumbrance. On the owned farms there are liens amounting to \$807,919, which is 33.13 per cent of their value, and this debt bears interest at the average rate of 9.63 per cent, making the average annual interest charge \$357 to each family. Each owned and incumbered farm, on the average, is worth \$11,188, and is subject to a debt of \$3,706.

The corresponding facts for homes are that 43.92 per cent of the home families hire and 56.08 per cent own their homes; that of the home-owning families 96.07 per cent own free of incumbrance and 3.93 per cent with incumbrance. In 100 home families, on the average, 44 hire their homes, 2 own with incumbrance, and 54 without incumbrance. The debt on owned homes aggregates \$297,039, or 34.46 per cent of their value, and bears interest at the average rate of 10.19 per cent, so that the annual amount of interest to each home averages \$158. An average debt of \$1555 incumbers each home, which has the average value of \$4513.

Real estate purchase and improvements, when not associated with other objects, caused 53.67 per cent of the farm families to incur 51.65 per cent of the farm debt and 63.35 per cent of the home families to incur 68.51 per cent of the home debt.

Of Virginia City, the largest city in the state, the report says:

The homes in Virginia City are hired to a less degree than is found in the remainder of the state. In this city there are 1737 home families, of which 633, or 36.44 per cent, hire and 1104, or 63.56 per cent, own their homes. Homes subject

to incumbrance are occupied by 2 owning families, or 0.18 of 1 per cent of the total owning families, and 1102 families, or 99.82 per cent of the owning families, have no home incumbrance. In 100 of these city home families, on the average, 36.44 hire their homes, 0.12 of 1 per cent owns with incumbrance, and 63.44 own without incumbrance. It seems probable that there are owned and mortgaged homes in this city that were not reported.

In view of the proposition to annex Utah to Nevada, the foregoing figures will be interesting to study in comparison with those for Utah, published in the NEWS some three weeks since.

THE UTE REMOVAL.

Referring to an article which recently appeared in the columns of the NEWS on the subject of the removal of the Colorado Utes to Utah, our Denver namesake has an article in a recent number showing that it is likely the bill introduced by Congressman Bell and having the aforesaid object in view will pass. A similar measure went through the House five years ago but was killed in the Senate. The proposition is for the Indians to exchange their present reservation in Colorado for all of San Juan in Utah, excepting the strip on the north owned by the Pittsburg Cattle company.

The *Rocky Mountain News* has always been in favor of removing the Utes to Utah, "as a matter of benefit to the Indian and to Southwestern Colorado." Less injury, it claims, will be done to Utah to place the Indians in San Juan county than to Colorado by retaining them where they are. This notion, too, is entertained by nearly all the Colorado papers and people, the reasons therefor being tolerably obvious. Now we are told that the Indians also want to go, and it is held that their wishes are entitled to consideration. "The compensation of settlers on the proposed new reservation has always been insisted on," says the *Denver Journal*, which, if it applies to those who have been most clamorous for the removal, will be news to most people; the ones who have been doing the insisting spoken of, if indeed there has been anything of the kind, are those whose homes were about to be invaded and whose possessions it was threatened to take away. The extreme anxiety to conform to the Indians' preferences is also a new feature of western treatment of the aborigines.

Nevertheless, the seeming harmony and fairness of talk on the subject too favorable for the success of the bill. It is due to which Delegate Rawlins can turn his attention with advantage to a goodly portion of his constituents. The amount of compensation suggested, as we understand it, is considerably less than the actual worth of the improvements at the present time. It has been stated that the settlers of San Juan would be willing to take as compensation for their present belongings and improvements—amounting to some \$300,000—selected lands in Uintah county to that extent, and would not then be averse to making the trade. Whether this is true or not

we are not able to say. But they certainly ought to be satisfied—they are at least as deserving of consideration as the Indians or the hungry Coloradoans who are waiting to pounce upon the latter's lands. That the present location of our people is "too far between places" and the places themselves are not of sufficient magnitude to be all that progressive people could desire, is not the whole issue by any means; they are homes, and good ones, not to be given up without others being in sight and these within the boundary lines of Utah. Desirable as will be the settlement of this vexing question, it ought not to be disposed of without all the details being made known, and, as far as may be, full justice, if not generosity, being accorded to all concerned.

A SCHOOL TAX QUESTION.

HINCKLEY, Oct. 16, 1893.

Editor *Deseret News*:

Please answer the following in the NEWS and oblige: When school trustees call a meeting according to article 12, section 83, of the territorial school laws and the people vote a tax of 2 per cent, can the trustees raise the tax $\frac{1}{2}$ per cent, according to article 6, section 337?

Yours truly,

A SUBSCRIBER.

It depends entirely on what the latter imposition is for. If it is not for the purpose of purchasing or improving a site, building, renting or repairing school houses nor to aid in any of these, but is for the support of schools already established and in progress or defray the current expenses thereof, the trustees can so order. A distinction must always be maintained between the objects of the taxation and then there need be no trouble.

WRECK, WRECK, WRECK.

Another terrible railroad wreck, and the bodies of the victims of the last one scarcely yet placed beneath the sod! Disaster treads fast upon the heels of desolation; ruin stalks over the face of the land and on the bosom of the deep! Not only the agencies which man believes himself able to control are in dire rebellion against his sovereignty, but the very elements, the winds and waves and storms—are bent upon a deadly display of fury, and seem to take delight in a fearful exhibition of their might. Surely the year 1893 has shown itself without a parallel!

This matter of railroad wrecks has well-nigh passed beyond the category of exceptions—accidents have nearly reached the dignity of the rule. Men pause before taking a rail journey for pleasure; even business has to call twice before they respond. Peril lurks in the crossings, in the switches, on the straight lines of unbroken steel. "Ill-fated" is the term applied to every train that comes to grief; and "ill-fated," in this view, may be called almost every road in the land.

What of the employes to whom all these troubles are laid? Is it always negligence on their part that has results so dreadful? Is there no blood on the hands of the management, the owners, who sit in sumptuous offices scheming how to save expenses in