

tion or fact, at the very time they were enjoying the freedom of our city and holding service in the Tabernacle graciously tendered them by the despaired followers of the "old reprobate," Brigham Young.

### KEEP THE GOOD TIMES HERE.

An eastern paper asks the question: "Who doubts that the period of flood tide in general business has set in?" and refers the doubter to the "hundreds of commercial travelers who make periodical trips throughout the West in quest of business for their firms." Then follows a symposium of interviews with commercial men, showing a decided improvement in the demand in the West for eastern manufactures. A notable feature of this, in which Utah is included, is that many of the orders for eastern goods are such as should be filled by local manufacturers. No doubt there is an improvement in the business market, and merchants who find a little extra money in their possession, or a prospect for improved trade, are rushing their orders off to eastern houses when they ought to be placed at home, with local manufacturers who will furnish the products at as low a rate for equal quality and quantity. There is no objection to the eastern drummer trying for business, and getting it in lines that are not supplied here. There is a hearty welcome for the better times that are pointed out in the improving business. But there is also some common sense to be exercised by the people if they have it, in patronizing the home workers and retaining something of the good times here. Now is the time for customers to demand home goods for their use, and to give a cold shoulder to the merchant who prefers to place his patronage outside of the State, when there is room for it inside. Let the local producers have some of the better times; these will share it in turn with others who live and expect to live here, which cannot be said of the foreign producer. Thus the best of the good times that come can be kept here.

### SCANLAN AND THE MORMONS.

The Colorado Catholic pays Bishop Scanlan of this city a high compliment because that gentleman pronounced the benediction at the exercises connected with the unveiling of the pioneer monument on July 14th. The paper also recognizes the genius and heroic fortitude of President Young and those with him in the work of laying the foundation of the State of Utah. The article is as follows:

Our friends in the neighboring State of Utah are just now celebrating the thirtieth anniversary of the arrival in the then barren land of Utah of the hardy, brave and energetic men who formed the nucleus of the present flourishing Mormon element in that State. The celebration is one befitting the occasion, and Mormons and Gentiles have vied with each other in contributing to make it a glorious and ever memorable milestone in the history of the young State. Among the figures that stand out

prominently of Utah's foremost citizens is that of Right Rev. Lawrence Scanlan, D. D., bishop of Salt Lake.

On the occasion of the dedication of a monument to the late Brigham Young, Bishop Scanlan gave the benediction. Whatever may be said of Brigham Young's religious convictions, it must ever be conceded that in the developing and upbuilding of a great civil commonwealth he displayed a genius and heroic fortitude worthy of the greatest American in history. In recognizing the civic genius of the foremost citizen of Utah, Bishop Scanlan but contributed to a uniform good judgment which has marked his career since his advent into the Mormon capital. Bishop Scanlan has never gone off on a tangent in dealing with the Mormon problem as ministers of other denominations have done. Bishop Scanlan has refused to be drawn into unnecessary and unjust warfare against a people whose worth in the evolution of America's material development he has steadily recognized.

The Colorado Catholic in common with all conversant with Utah history recognizes and appreciates that Bishop Scanlan has fulfilled the duties of a most exalted position to his great personal credit as well as to the immeasurable benefit and advantage of the church of which he is a most devoted and energetic, but above all self-sacrificing bishop.

The Mormons, too, are willing to acknowledge the good judgment that has marked the public career of the bishop. He has certainly set other ministers a worthy example in not intermingling the political and religious elements, and that at times when a less clear judgment would have drawn him into side-paths where others have trod. As a consequence he is known as a liberal-minded ecclesiastical official and is respected by all who know him. In this course he has been true to the principles of his church. He has correctly deemed his mission as a representative of a great religious body superior to the role of a political agitator. Of a man's religious views and principles there is always room for difference of opinion, but the Latter-day Saints will be first to accord to every one who is honest and sincere in his convictions the rights and privileges to which sincerity is entitled.

### BOOTH TUCKER'S SCHEME.

In these days of planning and scheming to aid the poor people to secure a living, many ideas have been presented, from the Pingree potato patch to the Debs Social democracy movement, with more or less practical value, but yet all failing to give promise of permanent improvement, though some were commendable for the temporary relief they offered. Now Commander Booth Tucker of the Salvation army has unfolded his plan, which is intended to secure rural homes for the city poor.

Mr. Tucker has traveled through the western and southwestern parts of the United States, and has been studying the problem presented, which he now thinks he has solved. His proposition is to purchase 7,500 acres of land at some point not yet definitely selected; divide it into 750 small farms of ten acres each; build a dwelling house on each plot, together with necessary barns, stables and outbuildings; equip each farm with necessary

tools and utensils, and provide seed for planting. He submits figures to demonstrate that this plan can be put into operation for \$500,000, and says that that amount will set the entire colony of 750 families to work and leave \$50,000 for a surplus, not including \$40,000 for a local bank and \$41,000 for contingent expenses which cannot be scheduled. He says he can demonstrate that his scheme will return at least five per cent on the capital, and therefore that there will be no difficulty in securing the necessary funds.

The plan outlined has in it some plain business rules for success such as many other schemes do not. If judicious choice should be made of locality and soil, and of people to become beneficiaries of the movement, there appears strong reason for believing that a goodly measure of success can be attained. A start on a good ten-acre farm should put any industrious, economical, and able-bodied family in an excellent position to make a living. The plan is neither new nor strange, but has been operated on a limited scale by very many business men as a good investment. Mr. Tucker has merely enlarged it to include a large number of people in one locality; but there is a question whether in extending it so far, he has not gone beyond the existing capacity of an incongruous collection of city poor when changed to a new mode of living and employment.

### BY RAIL AROUND THE WORLD.

It now looks as if the 2,000 miles that intervene between Victoria, B. C., and the western Alaska coast will soon be spanned by a railway, as a means of developing the frozen north in its wonderful gold, oil, and other resources. Of course it is no easy thing to operate a railway in the Arctic regions; yet it can be done with almost if not quite as much regularity as through the high mountain ranges of western America, for while there are more snow and ice, there are facilities in railway manipulation to cope with that condition.

The recent propositions to build railways to the Klondike have led to the Chicago Times-Herald reviving the old scheme of ex-Governor Wm. Gilpin of Colorado. Mr. Gilpin evolved his plan thirty years ago or over, when there seemed not the slightest possibility of the event which now appears more than probable—the railroad to Alaska. In his book, "The International Railroad," written before the Pacific roads were built, Gov. Gilpin detailed the line he would construct, and which would be an all-rail line from New York to Paris, by traveling westward. Strange as it may seem, the later projects of railways both on this and the eastern hemisphere follow almost the identical lines laid down by the visionary Coloradoan.

The status of railway affairs now is that the Transiberian railway will be completed in 1905; it will give all-rail connection between Paris, Berlin, St. Petersburg and Vladivostok, with only a small break between Calais and Dover, for connection with London. O-