DESERET EVENING NEWS.

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AMERICAN HOME RULE.

With a vivid recollection of the policy and promptings that prevailed a few years ago with reference to the matter of Federal appointments to the territories, a westerner—particularly a Utonian—can hardly note without a smile the present change of front on the part of opinion-moulders in the East on the self-same question. One of them, the New York Mail and Express, warmly commends the recent utterance of President McKinley, when urged to appoint a Pennsylvanian as governor of New Mexico: "Under no conditions will I go outside the territories to fill an office which rightfully belongs to the residents of those places." The paper goes on to say that the practice of appointing non-residents has shown itself to be unjust and pernicious—"a curse to the territories without a single redeeming feature;" and it adds:

Territorial governorships were regarded for years as something in the nature of consolation prizes to be awarded to broken down politicians who could no longer win offices at home, and under the custom thus established of sending outsiders to administer the laws in territories where they had no real interest whatever, corruption, jobbery, scandal and bad government followed as a natural consequence. Both parties countenanced this unsound policy, and were equally to blame for its evils. It has done immeasurable harm in retarding the growth of sound political sentiment in the territories, and has stood as an utterly unjust discrimination against the actual residents who have pioneered the development of those regions. It is gratifying that this indefensible practice is to be done away with. President McKinley's purpose is supported by every consideration of fairness and good policy. It embodies the true home rule principle, and it should harden into a precedent upheld, if need be, by a Federal enactment providing that no man shall be appointed governor of any territory unless he is an actual citizen of the same.

To all of which the people of Utah will heartily exclaim "So may it be," meanwhile indulging in a little amused wonderment at the radical change that has taken place in the most radical quarters since the fair Territory of Utah ceased to be a pet dumping ground for a particularly large quantity of the refuse political matter referred to.

GIANT LOCOMOTIVES.

Notwithstanding the belittling thoughts which many people have of the Rocky Mountains in the way of calling forth developments in civilization, that great range has been the means of leading to much advancement in mechanical science as well as in other directions. As an instance of some features where it has brought out the ingenuity of man's ingenuity may be cited the fact that the crossing of the Rocky Mountains by railways has been a means of producing the most powerful locomotives in the world. Mountainous Europe, with its denser population, has done comparatively little in this direction alongside "the everlasting hills" of western America. Four of the huge locomotives are now in operation on the Northern Pacific railroad, and the Scientific American notes that orders for twelve more have been given. They are to be used as "helpers" in hauling trains across the summit of the Rocky Mountains between Helena and Missoula, Montana, where for seventeen miles the grade reaches 116 feet to the mile.

While these Northern Pacific locomotives are the most powerful in the world, it may be said that on the Erie road there is one that weighs 192,000 pounds, and is 170,000 pounds on the drivers, while those of the Northern Pacific weigh 186,000 pounds and have 164,000 pounds on the drivers; but the Erie engine has only 2,415 square feet of heating surface, against 2,721 square feet on the other. The boilers of the big locomotives are six feet in diameter, while the low-pressure cylinder is within two inches of three feet, or just a little less than the boiler diameter of some locomotives forty years ago. The diameter of the high-pressure cylinder is twenty-three inches; the stroke is thirty inches. There are 332 tubes two and a quarter inches in diameter, and fourteen feet long. The firebox is ten feet long, three and a half feet wide, and six and a third feet deep at the front. The plate for the first ring of the boiler is six feet by over eighteen feet, the boiler generates twenty pounds to the square inch, and the eight coupled driving wheels are fifty-five inches in diameter. The tender carries four thousand gallons of water and seven and a half tons of coal, and the length of engine and tender over all is sixty-two feet. On a test of strength, one of these engines pulled fifty-eight loaded cars up a grade of sixty feet to the mile for three miles, when the united efforts of a switch engine and a mogul freight engine on the New York Central failed to do the work.

With the immense weight and height of these giant "iron horses" it would seem that the limit of possible dimensions had been reached on the present gauge of tracks; yet they move to their work as steadily and safely, so far as results are concerned, as do the lighter engines with lighter loads. They are emblematic of the stupendous accomplishments that are being wrought out in the development of the Rocky Mountain region.

HAWAIIAN RECIPROCITY EFFECTS.

We have received copies of petitions originating in California, which ask Congress to abrogate the existing reciprocity treaty with Hawaii, on the ground that it is a serious injury to American producers, and is in effect a scheme of giving to foreign producers of sugar a heavy bonus from this country. The substance of the arguments raised against the existing treaty are, first, that in effect it is only partially and nominally reciprocal; second, that the United States has been unnecessarily deprived thereby of a vast amount of customs revenue, through admitting Hawaiian sugar free, though charging a duty on other sugars; third, that in the practical operation of the sugar business, the precise amount of sugar duty lost to the government accrues to the Hawaiian planter and to the American sugar trust; fourth, that while the Sandwich Islands sugar can be produced there with coolie labor at much lower cost than it is possible to produce beet sugar here with white labor, by the reciprocity treaty the government is actually paying the Hawaiian planter a premium to throttle the local industry; and fifth, that while at the time the treaty was entered into, in 1875, it was of reciprocal benefit to the United States to have Hawaiian sugar brought in free, owing to the limited production here, the conditions have changed, and it is the duty of government to encourage the local beet sugar industry by ceasing its fostering care to the Hawaiian planter and American sugar trust, who now possess a decided advantage.

The arguments in favor of these anti-Hawaiian treaty propositions are backed by an elaborate array of figures to demonstrate (it requires the ordinary reader to delve into. On the first proposition, that of comparative non-reciprocity, it is shown that in the six years 1890-1895 there were admitted from the Sandwich Islands into this country free of duty goods to the value of $15,485,939.58, or 78 per cent of the total volume of trade, leaving only 22 per cent on the side of this country.

As to the customs revenue lost, this is figured out to be, at the same rates which sugar from other countries has to pay, $72,007,156.74, as the exact cost of the treaty to the United government in twenty-one years.

On the third proposition, that of the virtual premium paid to the Hawaiian planter and the American sugar trust, it is shown that the trust receives its sugar at a quarter of a cent a pound less than it is possible to obtain outsyaying sugars, and as the trust handles the whole Hawaiian yield it has a decided advantage over all competitors and yet received from this government in 1894 a virtual bonus of $1,135,000—a subsidy which accounts for the tremendous power of the trust in its dealing with sugar producers in this country.

The fourth proposition is backed by the argument that with the low price of coolie labor in the Sandwich Islands raw sugar can be laid down in San Francisco at one and three-fourths to two cents per pound, while it is not possible to produce beet sugar at that cost. Thus the Hawaiian planter and the sugar trust have an overwhelming advantage on their side in the cost of production, and the premium that goes to them is nothing less than direct assistance from this country to aid them in throttling the local beet sugar industry. As to coolie labor, the statistics show that 79 per cent of the laborers on the Hawaiian sugar plantations are Japanese and Chinese, and more than half of these work under the contract system.

The fifth reason for treaty abrogation, as is stated in the petitions, is supported by showing that while in 1875 there was only one small beet sugar factory in the country there are now enough to produce about 65,000 tons, and it is asserted that if the government assistance now given through the treaty to the sugar trust and Hawaiian planters be withdrawn, within two years there will be sufficient factories to supply the Pacific coast demand, while the average of 27,000,000 per annum, in one year reaching $19,000,000, which is now going from the Pacific coast to the Sandwich Islands for sugar would be kept home for local producers and workers, promoting local prosperity, and yet not increasing the cost of sugar to the consumer.

It is admitted that "figures don't lie" yet they can be made the means of an immense amount of deceptive jugglery, as witness the arguments pro and con on every financial policy that comes up for discussion in political issues. This showing of the anti-Hawaiian reciprocity folks is very strong, but there is undoubtedly another side of the story. In any event there is enough to warrant a thorough inquiry by Congress into the whole question.

CANAL ACROSS EUROPE.

The official organ of the Austrian ministry of the interior, Monatsschrift fur den Offentlichen Baudienst, is advocating strongly the construction of a canal across central Europe, connecting the Black Sea with the North Sea. The scheme is not so vast as did it be thought at first mention, for it involves a great valley of fonds and considerable engineering skill. Already three navigable rivers would be utilized: the Danube from the Black Sea to Vienna, then a canal from the Austrian capital northwesterly to Budweis, on the upper Moldau, then the Moldau and Elbe rivers to the North Sea. The idea, of course, goes back to remote times. Charles IV, the stepfather of the German empire and father of his own country, Bohemia, made a cutting through the Rosenberge as a starting point for the canal in 1398. Two hundred years later a full project providing locks was drawn up. The Austrian government has dreaded the expense, and not taken any steps as yet, but may be induced to do so now. A committee has been appointed, and of the three projects submitted, that via Lunna and Voring has been approved of. The survey and the preliminary work have been done. It is now a question of funds. It is estimated that 2.1 meters of water (nearly seven feet) could be secured all the way from Vienna to Austig on the Elbe (near the frontier of Saxony) with the expenditure of 100 million florins (about $50,000,000); and it is pointed out that Germany might help, since the distance between Hamburg and Budapest would be diminished by 35 per cent and between Hamburg and Constantinople by 41 per cent. It would not be surprising for the close of the nineteenth century to witness active construction of a canal between the points named, since the tendency of getting western Europe into closer association than ever before with Constantinople and the country back of it seems to be a wave reaching to every branch of public sentiment, commercial included.

THE NEW YORK SUN says Chief Joseph, the Nez Perce Indian chieftain who is being entertained in New York, did not seem to be impressed with Mayor Strong of that city. But that does not argue that he is blind to unimpressiveness, for the probability is that the Indian would "size up" his man at a glance and acquire a better knowledge of his real character than the average voter would learn in a whole political campaign.

KING GEORGE of Greece appears to be in a bad box, with the danger of being deposed or even assassinated hanging over him. And yet he has shown more capability as a ruler and diplomat than any of those who now rage at the defeat of the Greek forces, which seems to be attributable in a great degree to the incompetency of Greek army officers.

THE MASSACHUSETTS state board of health is convinced that recycling is proving an important factor in reducing the existence of pulmonary consumption among women.

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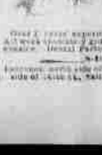

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