

canal is to run. Our preference is decidedly in favor of the lower. And the more we learn of its advantages over the upper, the stronger we feel the necessity of careful deliberation and a full comparison of the two routes before a final decision is reached.

On further inquiries we learn that the course of the upper route will be through valuable property in the city, and that in addition to the difficulties of the sandy side-hill below Mill Creek, which we partly pointed out in a former article, a similar difficulty exists within the city limits, another side-hill construction being necessary in the Tenth Ward, with similar danger from accidental breakage as at Mill Creek. At the latter place, too, fluming for quite a distance would be absolutely necessary.

We know something of the disadvantages of a side-hill canal from experiences in Ogden. The bench lands and lots in that city are watered by a stream taken through a large canal from the Ogden River. The canal winds around a steep bluff on which an immense amount of labor has been annually expended in consequence of wash-outs and breakages. As small a thing as a gopher will do enough damage in a night to destroy the work of a gang of men for several days. When this is considered, and the additional danger of damage to houses and farms lying below the line of the upper survey is noted, we think that route will exhibit very strong objections to prudent minds.

It has been alleged against the lower route that it would pass through a number of valuable lots and necessitate the removal of several fine houses, particularly in the Eleventh and Twelfth Wards. But on examination of a map of the proposed lower route we find that this objection is groundless. The canal can be so conducted, as demonstrated by actual survey, that after leaving the terminus of the old canal, no house of any great value will stand in the way, and no lot of any importance will be materially injured.

Further, it can be clearly shown, that on the entrance of the water by this route into the south-eastern part of town, it can be conducted by the regular water sects down Ninth, Eighth, Seventh, Sixth, Fifth and Fourth South Streets, clear to the western part of the city, and down some of the streets further north part of the way, thus using the great bulk of the stream flowing into the city, before reaching the district where the canal would have to pass through the lots in the Eleventh and Twelfth Wards. This being the case, there will be no necessity for a twelve-foot wide canal on the latter part of the route, but only a ditch or aqueduct of comparatively small size, thus avoiding expense in construction and damage to property. We do not present this argument as a point in favor of the lower over the upper route, for which a similar advantage might be claimed, but as an answer against the objection raised as to the damage to property supposed to be necessitated by the former.

There is one thing that seems to be regarded by some as an objection to the lower route, and that is that it would utilize what is known as the old Church Canal. But we would ask any candid, fair-minded person if this would not really be a great point in its favor? What reason can be offered why a piece of work costing a large amount of money, should not be made available for the new enterprise, if it is at least as useful for the purpose designed as a new construction would be? The only answer is, "Oh, that would be of some advantage to the Church, which is chief owner of the old canal." And is that anything against the project? Some people are so anxious to show that they are independent of any leaning towards the Church in matters of business, that they bend over in the other direction and cut a most ridiculous figure. We think men should be ready and willing to do what is right, regardless of anything that might or might not be said about them. And this sensitiveness about appearing to be influenced by Church considerations in temporalities, is inconsistent and a mark of moral cowardice.

Now, let it be understood that we do not advocate the lower route for the new canal simply because it would utilize the old, but we do urge the good sense and economy of using the latter, providing it is on as feasible and good a route as any that can be devised, and we firmly believe

that it is really the best, for many reasons, a few of which we have presented.

We do not wish to see the old canal used simply because the Church is interested in it, neither do we want to see it rejected for that reason. It should be viewed on its own merits or demerits, and if it is found to be the best or as good a route as any other, we do not want to see any weakening on its adoption for fear that some carpers, always on the watch for a chance to impute wrong motives, may charge that Church influence has warped the judgment of those who have to act for the people in this matter. Let the canal come in by the way that will do the most good to the public, and let no private predilections or personal antipathies or hobbies, of committals of policy or opinion stand for a moment in the way of the right.

A WORK OF NECESSITY.

ANOTHER enterprise of equal importance to the people of this city as the new canal, is the Utah Eastern Railroad. We are as badly in need of fuel as of water. To-day people are shivering for want of coal, and cannot get a pound although they have the money to pay for it and immense deposits lie within less than fifty miles, right in our own Territory, owned by our own people, waiting to be dug out and brought to our doors by the labor of now idle hands. Cannot the people of Salt Lake City furnish the means necessary to complete one little narrow gauge road, which will secure us the fuel we need and at living prices?

We hear of a very good plan in one of the Wards of this city for investment in the capital stock of the Utah Eastern. The people will pay in small sums, according to their ability and desire, to such in the road, and the whole amount will be pooled to purchase shares, to be held in trust for the subscribers by some person or persons whom they may select. We recommend this plan to others. Any neighborhood, or the employees in any institution, could thus club together and hold their shares in common. They will get their money back before winter is over in cheaper fuel, and will have their investment still good.

We suggest to the active men of the road, that it will not do to wait in the office of the Company for folks to rush in with their \$10 or \$50 to help the work. But if the officers go to the people they will gather a great many dollars which will not flow in to the treasury spontaneously. A hint to the wise ought to be enough.

Since entering upon this subject we have been approached with a petition bearing the names of numerous business men and firms and of leading citizens, asking the City Council to invest \$50,000 in the stock of the Utah Eastern. Objection may be made against the city taking stock in a private company. The same objection might be offered against its owning gas stock. Fuel is as much a necessity as light. The Utah Eastern is no speculation for private ends. It is a public necessity and projected to meet the public demands. Its object is to make fuel in this city sure and cheap, not to make money out of the people for private ends. It should receive public encouragement. We believe that petition will be so strongly backed by public sentiment that it will have great weight on the municipal mind. The money asked for by the people is the people's money. They have a right to say how they wish it to be used, and if the public ask for this expenditure who is to find fault, or who will attempt to bring the City Council into censure for favorable action on the expressed wish of the masses.

A little help just now will secure the completion of the road, and that means plenty of good coal all winter at greatly reduced rates. For this reason we support any movement which will give aid to those who are struggling hard to accomplish this great work of absolute necessity. Push the road ahead!

The British and Foreign Bible Society has just completed for the Amoy and Formosa Missions the printing of the Book of Proverbs, in the Amoy vernacular in the Roman letter, and issuing out 2,000 copies for use among the native Christians.

LOCAL AND OTHER MATTERS.

FROM FRIDAY'S DAILY, NOV. 12.

Immigrants Arrived.—The immigrants in charge of Elder John Nicholson, arrived as expected last evening, about 7 o'clock. They were met by their friends at the depot and warmly welcomed. Some will remain in this county and others will go south. The trip from Liverpool was prosperous and the general health of the company is good.

Closed For The Season.—We learn from Brother Thomas Jones, foreman of the Temple stone setters that rocklaying on the Salt Lake Temple closed for the season to-day. Eight courses have been laid since last June, raising the walls over 10 feet since that time. The temple work hands will meet in a social party this evening, on the occasion of separating for the season.

Returned Missionaries.—We had brief calls this morning from Elders John Nicholson and Edward Brain, of this city, Henry A. Dixon, of Provo, and E. B. Snow, of St. George, who returned last night from missions to Europe. More of them anon. The company of Saints with whom they came included 12 nationalities, viz., Italian, French, German, Swiss, Norwegian, Swedish, Danish, Dutch, English, Scotch, Welsh and United States.

Accident.—Mr. John Brown, an employe at Davis, Howe & Co's Foundry, met with a painful accident this morning, about 8 o'clock. He was assisting to move some heavy pieces of casting, when a rope by which they were held broke and the load came down upon his thumb, taking it right off with the exception of a shred of skin. He was at once taken to Dr. Richards' office and the broken member was set. The surgeon thinks he can save the thumb.

Whose is it?—On Tuesday evening last, about 9 o'clock, a gentleman of this city, returning by team from Coole, was surprised to meet another team and wagon travelling along some distance this side of the point of the Mountain, without a driver. His first impulse was to stop the horses, but on second thought he let them pass, supposing the driver might be lying down in the bed of the wagon. About five miles further this way, he met a man, bare-headed, who seemed to be pursuing the team. Proceeding on his way, the gentleman when near Brighton, about five miles from where he saw the man, found on the ground a seat, a cushion and a hat. He picked these up and brought them on to the city, deciding that they belonged to the individual who was evidently the owner of the driverless team. As to how they all be, came separated, he could of course only surmise. However, the owner of the wagon-seat, cushion and hat, whoever he may be, can learn of the whereabouts of his property by calling at this office, and regain possession of it by paying costs of advertising.

FROM SATURDAY'S DAILY, NOV. 13.

Fire in Ogden.—A fire occurred in Ogden on Thursday night, about 10 o'clock, which destroyed a two-story brick and adobe house belonging to Mr. George Thompson. The house was vacant at the time and its burning is attributed to an incendiary.

For Mexico.—Elder F. L. Young, a young gentleman well known and highly respected in this community, of which he is a native member, will leave here on a mission to Mexico on Tuesday next. We wish him a pleasant trip to his destination, a prosperous experience as a missionary, and an eventual safe return.

Ogden and the Electric Light.—Ogden has decided to adopt the electric light. We learn from the Junction that the city council of that place has unanimously adopted the proposition of Mr. Ruthrauf, agent of the Brush Company, to light the city for \$3,000 per annum, with 60 days trial of the light before the contract is formally entered into.

Interesting Items.—From Elder John Nicholson, we learn a few interesting items respecting the company of Saints that came on Thursday, in his charge from Liverpool:

The company, the last of this season's emigration, and numbering 252 souls, left Liverpool on October 23d. The sea voyage was of 10 days' and two hours' duration. On the trip from New York one infant died

near Cedar Rapids—child of Peter Zemp, of Logan. Elder Nicholson, in accordance with the desire of the mother, had the body brought along to Utah.

The company was detained 35 hours at Council Bluffs.

Mr. Phos S. Kimball, ticket agent U. P. R. R., gave the company a special run from Grand Island to Ogden, to make up the lost time.

The company were united and happy all the way.

The total of souls that have emigrated this season from Liverpool, is 1,720.

Returned Missionaries.—We had a pleasant call this morning from Elder George Crane, of Kanosh, Millard County, one of the company of elders who returned from Europe on Thursday evening. He left here on Jan. 7, 1879, and while absent presided over the Newcastle and Durham Conference, succeeding Elder R. B. Young, and afterwards over the Liverpool Conference, as successor to Elder J. L. Bunting. He made many friends, enjoyed his mission, had good health continually, and some of those he baptized came in the company with him to Utah. He leaves Tuesday for the south. He speaks highly of the brethren who returned with him from Great Britain. Among these Elders John Nicholson, (who ably edited the *Star* as well as doing much good otherwise) Edward Brain, Henry A. Dixon and E. B. Snow, whose arrival was mentioned yesterday. Elder Brain was absent 22 months and did a very good work during that time. Elder Dixon also worked earnestly and arduously as did Elder Snow; both were forced to return earlier than they desired to, on account of ill health. The former was gone 12 months and the latter 16. We lack space to-day to dilate upon their experience in the field, but are very glad to welcome them all home once more.

FROM MONDAY'S DAILY, NOV. 15.

Captured.—Robert Smith, one of the escaped prisoners from the Coalville jail, a description of whom with his two fellows, appeared in the *News* some days ago, was captured at Payson on the 7th inst., and awaited in jail at that place the arrival of Sheriff Allison of Summit County. Last evening, this officer with his "bird" reached this city from Payson where he had been to regain possession of his charge.

Home Again.—Elder Francis Cope, of the 16th Ward, arrived home last night about 12 o'clock, the Utah Central train having waited for the Union Pacific express (late several hours) upon which he reached Ogden. Elder Cope left Liverpool on the 30th of October per steamship *Arizona*, and had a rapid and pleasant voyage across the Atlantic. The trip was the quickest but one ever made by the *Arizona*. President Budge was to sail on the next steamer, the *Wyoming*. Elder Cope is looking well and seemingly his mission has agreed with him in every way. He has been gone from home 20 months.

Scarcity of Labor.—It is said that the reason Salt Lake is so poorly supplied with coal at present is because there are not men enough to be hired to work the mines. All along the line of the railroad the demand for coal is increasing, and every workman that can be had is engaged to labor in the coal fields. Prominent business men from several of the surrounding counties corroborate the statement of the scarcity of work-hands. Some say there has not been such a lack of hired help for 10 years, in this Territory. It is mostly attributed to the building of the Utah Eastern and the Denver and Rio Grande Railroads, which have furnished employment to so many.

Nice Work.—The finest piece of work in the book-binding line ever done in this city has just been turned out at the bindery of this establishment. It is a handsome family record, made for the children of Apostle Orson Pratt, and presented by them to their father on his last birthday. The book is a tome of 392 folios, containing six different forms of blanks, gilt-edged and encased in heavy and elegantly embossed leather lids, with gilt, antique and raised panels. On the back of the volume, near the top, in gilt letters is the following: "Family Record," and below in similar characters: "Orson Pratt, Sen." The same lines, reversed, are on the outside of the front lid. The book cost about

\$50, and is the workmanship of Bro. George Buckle, of the 10th Ward, foreman of the Deseret News Book Bindery.

The Utah Eastern.—Following is a copy of a petition which has been circulating for signatures, and will be presented to the City Council tomorrow evening. It explains itself:

To the Honorable the Mayor and Council of Salt Lake City:

Gentlemen—We the undersigned citizens and taxpayers of Salt Lake City, respectfully ask your honorable body to assist, by the purchase of stock of the Utah Eastern Railroad Company in completing their road to Salt Lake City, at the earliest possible date; and in support of the request, we present the following reasons, to wit:

First—This company has been inaugurated not as a private speculation, but with a view to have the people own and control it; and has for its object the furnishing of the inhabitants of Salt Lake City, and neighborhood, a steady, cheap and continuous supply of coal at less prices and of better quality than has heretofore been supplied to this market.

Second—To prevent the recurrence of coal famines, and to furnish a remedy for the inadequacy of the supply which has hitherto been greatly felt in this market.

Third—The road is nearly completed to Kimball's on the route to Salt Lake City, a distance of 18 miles from Coalville; and it is confidently expected that by November 30th, coal will be delivered at Kimball's at such rates that teamsters can haul it in the remaining distance to the city and successfully compete with the present market rates.

Fourth—One of the principal advantages to be gained by this home road is the saving on the price of fuel of at least \$2 per ton to the consumer, and the retention of a vast sum of money for circulation here which now leaves this Territory for foreign lands.

Fifth—We own the coal and we can furnish the labor to extract it, and if we own the means of transportation we can save in the Territory a quarter of a million of dollars for circulation, and also thus afford one opportunity of stopping the weak-minded policy now in vogue, of sending our money out of the Territory to purchase the products of and build up other parts of the country.

We therefore ask your honorable body to take into consideration the propriety of purchasing \$50,000 worth of the capital stock of the Utah Eastern Railroad Company, or so much thereof as in your judgment, the exigency of the people's needs demands, and the circumstances of the city admit; and, as in duty bound, your petitioners will ever pray.

A STRANGE PEOPLE.

You know that there are strange people in our community—we say strange, because they seem to prefer to suffer and pass their days miserably made so with Dyspepsia and Liver Complaint, Indigestion, Constipation, and General Debility, when SHILOH'S VITALIZER is guaranteed to cure them. Sold by Z. C. M. I. Drug Department, wholesale and retail, Salt Lake City, Utah. 1 dsw

AN ONLY DAUGHTER CURED OF CONSUMPTION.

When death was hourly expected, all remedies having failed, and Dr. H. James was experimenting with the many herbs of Calcutta, he accidentally made a preparation which cured his only child of CONSUMPTION. His child is now in this country and enjoying the best of health. He has proved to the world that CONSUMPTION can be positively and permanently cured. The doctor now gives this Recipe free, only asking two green stamps to pay expenses. This herb also cures night-sweats, nausea at the stomach, and will break a fresh cold up in twenty-four hours. Address CRADDOCK & CO., 1032 Race St., Philadelphia, naming this paper. w41 4t

BAKER'S PAIN PANACEA cures pain in Man and Beast. For use externally and internally.

No remedy for kidney diseases heretofore discovered can be held for one moment in comparison with Warner's Safe Kidney and Liver Cure.—C. A. Harvey, D. D., Washington, D. C. sw & w