

THE EVENING NEWS.

Monday, Sept. 1, 1874.

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EDITOR AND PUBLISHER.

NEWS OF THE DAY.

This record of a frightful accident through carelessness, is contained in to-day's dispatches. A team driven by its owner—a farmer—across a railway track, was run into by a train. The farmer was badly injured, his wife, two daughters and one son killed, and the wagon broken into fragments. The engineer whistled in token of danger, but his signal was disregarded. This should be a terrible warning to parties driving across a railway track.

Serious Indian troubles are anticipated in eastern Montana this Fall.

A favorable solution of the Manitoba trouble is shortly expected.

The Modocs not condemned to death are, it is said, to be turned over to the Governor of Oregon, and tried for a variety of crimes.

Two hundred and eighty vessels lost in Nova Scotia. One coast town almost demolished.

The political mudsill between the blacks and whites, Republicans and Conservatives, is becoming worse in Virginia and the District of Columbia.

A new steamship line is shortly to be established between San Francisco and the South American Republic, Venezuela.

The condemned Modocs are calm and evince not the least sign of fear at their approaching fate. Curly-headed Doctor is very low from general debility, and is likely to die.

A Co-operative Coal-Mining Co. has been incorporated in San Francisco. The company propose to buy and work coal and timber lands in California and Oregon.

Rich gold deposits have been discovered in Alaska.

London dyes the cable now being laid from that city to the coast of Brazil has broken 180 miles from the island of Madeira.

French, the noted English jockey, is dead.

The Spanish government will call into the army all males between twenty-one and thirty-five years of age.

NON-ANNEXATION.

PERHAPS the American does not live who does not believe more or less in the "political doctrine of manifest destiny," and few there be, except possibly in the South, who do not anticipate the time when the United States, like Moses' serpent, will swallow up all the other serpents, that is, all the other governments of the North American continent—James, Mexico, West Indies and may be those of Central America, so as to control the Isthmus.

There has been released, talk of late of American designs at Washington upon the integrity of the Mexican territory, with hints that the policy of the second term is to be territorial aggression, and a good many people in this Union appear to believe that Canada, like an apple nearly ripe, is almost ready to drop into the lap of the United States.

To such the report of a correspondent of the New York *Herald*, writing from Port D'Enoue of the political bent of the Canuck mind, will be a revelation awaiting them from their day dreams of early territorial expansion northward.

The correspondent says he has arrived at the conviction that annexation to the United States is the last thing dreamed of by the sound thinking men of the Dominion. They say, every reason of public policy demands that the Dominion remains as it is—its taxes are lower than those of the United States, it receives tribute by duties on imports from both Great Britain and the United States, its manufactures flourish, its local commerce, via the Welland canal, is almost a monopoly for the water transit to the seaboard. Its financial condition and credit are good, its currency is based on specie with fifteen per cent premium on U. S. greenbacks, and that from other high and prudential considerations the idea of annexation to the United States is and of right ought to be now and forever abandoned.

From which it will be seen that however admirable we may appear nationally in our own eyes, our neighbors look at us from a different stand-point and through their own spectacles, and are not quite so overwhelmingly in love with us as we are with ourselves.

Neither are the sound thinking men of the Dominion any more anxious for "independence," which sometimes is mere a will-o'-the-wisp. This is the way the sound thinking Dominion people argue on that point.

What do we want independence for? Does not the world furnish us with a navy? So if we get into difficulties with any foreign power, we can always turn to England for protection. We are not afraid to protect our England let us have our own Parliament and only supply us with a Governor, General, which prevents us from getting into snags and disputes among ourselves about dividing a head for the government. No people in the world are better off than we, the people, or the subjects if you will, of the Dominion of Canada. Hence, being satisfied with our condition, taking it from every point of view, all we ask is to be let alone by our cousins across the border.

Well, if the Canadians will not become a part of us they must go their own way and we must do without them.

MAYOR BROWN OF ST. LOUIS ON DEATH.

A REPORTER of the Missouri Democrat recently interviewed Mayor Brown of St. Louis upon local matters, railroads, etc. The Mayor had just returned from a trip to the Pacific, and had something to say upon various things out this way. Here is the portion of his remarks pertaining to Utah—

Report—What do you think of Utah?

Mr. Brown—I consider the western district south of Salt Lake the richest on the continent, and think that St. Louis could control the middle of the country.

Development of the salt lake industry, and so on, is the chief business of St. Louis, and that is what I have to say upon that point.

Now, the salt lake is a great source of wealth, and should be developed.

What do you think of the Indians?

Mr. Brown—The Indians are a fierce

and bold. There are numerous families at the mouth of the Canyon, and in traveling eight miles from the city, there are more than four hundred wagons loaded with ore on the way to market.

St. Louis is a great port.

Mr. B.—West of Omaha, Mr. Louis Verne is but little known and is scarcely any hold. I think it almost impossible to get a St. Louis paper there.

Denver and the south is different. There St. Louisians have most of the trade.

You attribute this to the Kansas Pacific Railroad?

Mr. B.—Understand.

Mr. B.—You have anything about the proposed transfer of the Kansas Pacific Railroad to the Atlantic and Pacific?

Mr. B.—I saw Mr. Clark this morning, and he said he knew nothing of it entirely.

R.—You think Mr. Carr would not care.

Mr. B.—Edgar's position should it be offered him?

R.—I still think not. The offer is a sinecure, and few will want it.

R.—Can you give me any information regarding the present condition of the Kansas Pacific?

Mr. B.—The Kansas Pacific has 600 miles of track, and in addition controls the Cheyenne branch from Denver to the Union Pacific, 105 miles in length. The Union Pacific is driving through by means of the Kansas Pacific, so they change their nearly as much for transportation over their road, from Cheyenne to Ogallala, a distance of 240 miles, they make outside for the most part from Ogallala to Cheyenne, a distance of 100 miles.

R.—Not incheads that this prevents St. Louis from obtaining a trade there?

Mr. B.—I believe that to be the case.

R.—Is there no remedy for this? Is it not proposed to build an addition of 400 miles to the K. P. and by that reach Salt Lake?

Mr. B.—I do not know that any proposal has been made to do this, but the recent amount of money raised for the purpose, the thirty-three miles of road from Ogallala to Salt Lake could be purchased from Brigham Young, Geo. Cannon and others, with a small amount of money.

R.—What would be the cost?

Mr. B.—I think he would charge \$100,000.

R.—Do you think that Tom Scott intends to obtain the controlling interest in these roads and make a road to Ogallala?

Mr. B.—I think he would believe it. He is a man who will do a great deal for St. Louis.

R.—Do you think he would arrano the Poplar Creek trouble?

Mr. B.—Yes, and I think he would do a great deal for any corporation with any miles of road and in fact never had any trouble with him.

R.—What prevents them from taking the road to Ogallala?

Mr. B.—It is what they are trying to do, and it is what they have done to date.

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