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DEAL WITH THE VAGRANTS.

Highwaymen seem to be inaugurating a winter's crusade in good earnest. Not only are individual citizens who may be going along a quiet part of the street liable to be held up and robbed, but public vehicles are treated in like manner. Two instances have occurred in one locality where an electric street car has been taken possession of and the men in charge deprived of their cash. Such a proceeding may be borne with patience in a city like San Francisco, where it is not an infrequent occurrence; but that it should find opportunity in Salt Lake in the manner in which it was accomplished is sufficient excuse for demanding a vigorous policy against the class which furnishes thieves.

Last year this city had an abundance of idle men of the transient order, and it was not to be wondered at that there were frequent robberies. This year the idlers are less numerous, and for that reason less attention has been paid to them. But it cannot be doubted that they consist of the usual proportion of gamblers, confidence sharps and thieves. In fact the work that is reported in the first two lines named is sufficient proof of the claim; and the lenient manner in which they are treated is augmenting their number.

The police may or may not be able to capture those who burglarize private residences, or who hold up pedestrians or street cars. In most cases it is very difficult work. But they can give the citizens increased protection by reducing the numbers of that class which prey on their fellow beings. They can institute and maintain a lively prosecution of actual vagrants and thus rid the city of their presence. In this there is no urging or suggestion of directing efforts against honest men who may be out of employment. But there is an urgent necessity for running out professional loafers who hang around saloons or frequent gambling dens, and only work when they cannot find other means of subsistence. Of late cities east and west have been adopting the policy of compelling vagrants to work, and this is driving them to other localities. Salt Lake ought to require the same class to go to work, if it is only at cleaning the streets, or to move out. When the number of professional vagrants in the city is reduced to a minimum holdups and robberies will be rare. No doubt the police department is willing to favorably consider the suggestion.

CANAL BUILDING.

The People's canal in Bingham county, Idaho, is now so far completed as to bring within the irrigation area 10,000 acres of land out of the 100,000 acres which the ditch is expected to cover in the Snake river valley. Over ten miles of the work is done, and the remainder is being pushed as rapidly as the circumstances of the builders will permit. When the ditch is finished, the land under it will be increased to value not less than $1,000,000, by being made available for cultivation. Yet those who are building it are poor people; most assuredly they are industrious and wise in their time.

Their procedure in the present instance is not new; but it is none the less praiseworthy on that account. It is in accord with the system by which Utah's irrigation methods were made a success. The settlers needed the land, and land was valueless without water, which could be secured only by great outlay. The settlers had no cash, but they had time and muscle, and also brains—as the results show. By a co-operation of labor they accomplished all that cash capital could do, and more. They got the streams out, taking their pay in shares of water for their land, and accomplished it to the exclusion of all possible "jobbery" which so often characterizes extensive enterprises of this kind when worked out for cash payments.

The action of the Riverside people is merely a suggestion of what yet may be done in many localities by new settlers. The lessons taught by the builders of Utah have not been half learned in this regard throughout the West. There are very many tracts of land, now sage brush like the west side of Snake river in Bingham county, which can be made productive by irrigation, if settlers will only co-operate in their labor, build canals, and bring out the water; and the men who do so to operate are benefactors to the country.

In connection with canal building of this class, a very important element consists in the fact that thereby the owners of the land also become the owners of the water. This feature is a key to success in all irrigated sections, as proved conclusively by Utah's experience. The ownership of the water separate from land ownership is a principle fatal to the prosperity of irrigators. The farmer who owns and cultivates a tract of land, and who has to hire water for irrigation, not only stands in imminent peril of being crushed in his financial operations by someone else's caprice, but is in a state of serfdom which brings steady monetary injury. He is in a situation different to men who are steadily engaged in industrial pursuits for which they draw a regular cash stipend. The farmer in an irrigated section always has spare time on his hands from regular farm labor. This spare time is part of his assets which he can and does apply to advantage in doing his portion at keeping canals and ditches in good condition. This he is always able to do when he has an ownership in the canal in the way suggested. But if he has to pay a cash or produce rental for his irrigating water, he not only loses his spare time but also a portion of his farm products which he earns when he is busy. Thus hiring water is a double loss; and any scheme which contemplates an annual rental of water, without ultimate ownership thereof in connection with the land benefited, must result disastrously to those who have to pay the rent.

It may be urged that some canal enterprises cannot be carried on without the assistance of cash capital on the part of persons who have no interest in irrigation schemes except as they bring direct returns from money invested; and that capitalists will not invest if there is a prospect that they will have to dispose of the canal stock to the land owners or work the land themselves. The proposition may be a topic for discussion, in view of the fact that when the needs of the settlers are recognized, and the people determinedly unite to supply them, experience goes to show that co-operation of labor has achieved the desired result. But laying aside any controversy on that point, practical facts have established this fact: that where the cultivator of the soil in irrigated sections has no direct ownership of the water, but has to pay regular taxes on the land made valuable so far as government assessment is concerned by that which does not belong to him, and then has to pay a further tax for using the water which gives to the land all the value it possesses, without being able to meet that burden by utilizing his ability to labor in his spare time, he becomes discouraged and wishes himself in more favorable circumstances. The certainty of discontent of this nature, based upon such substantial grounds, is a fiat of destiny which marks for failure all schemes operated on the purely rental system.

With the People's canal builders, however, and all others similarly situated, it is different. They have an incentive to press on, and whenever the value of their land is increased it is in conjunction with improvements of which they also are the owners and which are the chief of factors in the enhancement of land values in irrigated sections. We hope to see more enterprising work of the character now engaged in by the good people of Riverside.

THROUGH THE AIR.

The idea of aerial navigation seems about to be realized at last. Experiments on this field have progressed remarkably slowly so far, but if once the difficulties in steering an airship are overcome, and the apparatus is given such a construction as to demonstrate its utility for practical purposes, its development will proceed in line with other marvelous inventions of the age, until humanity will be enabled to soar through the air with greater speed and probably more safety than can be obtained on land or sea.

It is now announced from Washington that the result of the latest experiments with Mr. Langley's aeroplane are most satisfactory. The apparatus was made to fly three hundred yards with a steady, even movement. The new flying machine is said to look like an immense bird. It is driven forward by a pair of screws, small but rapidly revolving, and when these are set in motion the ship ascends supported on its wings, while is made to rise against the wind. The intention is, when the machine has been still more perfected, to make the wings movable for the purpose of guiding the vessel's course.

The machine is twelve feet in length and eight feet across the wings, of which there are two pairs. The propelling power is steam. When the propeller is in motion the blades, which are very thin, hum like a bee, and the ship is sent through the air with considerable speed.

Should the invention prove to be all that is claimed for it, it will certainly mark an epoch in aerial navigation, as forming what appears to be the embodiment of the correct principle on which to proceed. It has long been recognized that the question of navigating the air is entirely different from simply floating in it by means of a balloon. Contrivances for flying have therefore in later years become very numerous, but most of them have attained no further distinction than that of curious projects, and the opinion is now held, that accurate knowledge of the motions of a bird's wings is one of the first requisites for success. Mr. Langley's machine seems to be constructed on this principle and it is therefore not improbable that it may claim the honor of being the first practical air ship ever constructed.

A UTAH CAPITALIST'S VIEWS.

The following contribution to Kate Field's "small bag," as published in her *Washington* of last Wednesday, and dated from Salt Lake City, will no doubt be readily recognized as to its authorship by the initials subscribed. If anything more by way of identification is needed, it is supplied in her explanation that the writer is "a Utah capitalist." The views expressed are not particularly novel or well stated; but they are pretty generally held hereabouts nevertheless, no matter whether put forth by capitalists or newspaper managers, by Utah Republicans or Utah Democrats. This particular capitalist thus declares himself:

If the Democratic party had a particle of sense they would pass it at this session, but you can see that the South, being silver almost to a man, with the West, will control the destiny of this nation. I can see as plainly as I can see your writing that that alliance—I mean one between the South and West, commercial and political—will take place very soon. These are ripe for it and it only needs the man, and the man is always forthcoming in America when occasion demands. It is impossible for either party to elect the next President without the Western States, and it is also impossible for any party to carry Colorado, Idaho, California, Montana, Nevada or Utah without there is a recognition of silver. The feeling grows stronger every day that the discrimination against silver is only in the interest of bankers and money-changers. Whether true or false, that idea will be a controlling one in the next election, especially here. P. H. L.

LITERARY NOTES.

FRANK LESLIE'S POPULAR MONTHLY for January, just out, is really a holiday number with regard both to the character of its reading matter and its richness in illustration. The leading article is "St. Andrews and Andrew Lang," by Mrs. Leicester Addis, a charming account of the university career and literary life of this versatile author. Frances Smith gives a glimpse of "Miss Gould at Lyndhurst," and Frances Courtenay Baylor contributes three suggestive chapters "On Entertaining." In the way of picturesque travel and exploration, there are "America's Egypt" (Yucatan), "Finland and the Finns," and "A Dash into Pineapple Land," which is southeastern Florida. A full-page engraving of Bouguereau's picture of the death of Marshal Lannes at the battle of Essling introduces the motives for some interesting historical pages about Napoleon and Alexander I of Russia.

Dr. Charles H. Parkhurst's later and crowning labors in behalf of municipal reform in New York will be the subject of an article in *McClure's Magazine* for January, by E. J. Edwards; Miss Beatrice Harraden, author of the most swiftly and widely popular novel written in recent years, "Ships that Pass in the Night," will tell how she came to write that novel; Prof. Henry Drummond will have a second paper on D. L. Moody; the first of a series of extraordinary historical Napoleon finds will also appear, being a graphic account of the battle of Marengo and of the famous stand of the grenadiers of the Consular Guard, who, five hundred in number, withstood the attack of the whole Austrian army and have ever since been called the "Wall of Granite." The story is told by one of the Consular Guard and has heretofore been unknown to Napoleonic scholars, and was discovered by Miss Tarbell during her exhaustive researches for writing her life of Napoleon.

Kandy! Kandy! Kandy!!

Kall at the old Kolitz Kandy Kitchen for Kristmas Kandies, and get two pounds of K [illegible] for the price of one. 71 West First South.

Dr. Price's Cream Baking Powder

Contains no Ammonia or Alum.

Visit the Fair.

For the holiday season the Union Pacific will sell tickets to points on the system on December 24th, 25th and 31st, 1894, and January 1st, 1895, at greatly reduced rates. For full information, call at City Ticket Office, 201 Main Street.

M. Kopp, wholesale and retail candies, 257 Main Street.

Have your watch repaired at Barbaugh's, 10 McCornick Block.

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Leads to nervousness, fretfulness, peevishness, chronic Dyspepsia and great misery. Hood's Sarsaparilla is the remedy. It tones the stomach, creates an appetite, and gives a relish to food. It makes pure blood and gives healthy action to all the organs of the body. Take Hood's for Hood's Sarsaparilla Cures.

HOOD'S PILLS become the favorite cathartic with every one who tries them. 25c.

About Croup.

Croup is a terror to young mothers. To post them concerning the first symptoms and treatment is the object of this item. The first indication of croup is hoarseness. In a child who is subject to croup it may be taken as a sure sign of the approach of an attack. Following the hoarseness is a peculiar rough cough. If Chamberlain's Cough Remedy is given as soon as the child becomes hoarse or even after the rough cough has appeared it will prevent the attack. It has never been known to fail.

Messrs. C. F. Moore & Co., Newberg, Ore., say: "We sell more of Chamberlain's Cough Remedy than all others put together, and it always gives good satisfaction." Mr. J. F. Allen, Fox, Ore., says: "I believe Chamberlain's Cough Remedy to be the best I have handled." Mr. W. H. Hitchcock, Centralia, Wash., says: "Chamberlain's Cough Remedy sells well and is highly praised by all who use it."

We guarantee every bottle of Parks' cough syrup. For sale by F. J. Hill & Co. and Nelden-Judson Drug Co. 2

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Native agate, onyx and gem stones, in new, beautiful and useful ornaments, etc. Walker Bros. Curio Store.

Weber Coal Company sell Lump Coal at $5.00; Stove, $4.50; Nut, $4.00. Clean coal and full weight. Tel 411.

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Applications for [illegible] Clerical Permits for 1895, should be made to the undersigned, not later than December 31st, 1894.

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Weekly Excursions to Chicago and New York.

A Special Pullman Excursion Tourist Sleeping Car will be attached to the Rio Grande Western railway train leaving Ogden [illegible] p. m. and Salt Lake 7:20 p. m. every Friday, running through to Chicago via D. & R. G., B. & M. and C. B. & Q. R. R.

Second class tickets accepted on this car.

Close connections made at Chicago with all lines.

RATES FOR DOUBLE BERTH.

Ogden, Provo and intermediate points to Omaha ..... [illegible]

Ogden, Provo and intermediate points to Chicago ..... [illegible]

It will be in charge of a salaried representative of the Burlington Route, and will be accompanied by a Pullman porter, whose sole duty will be to look after the comfort of passengers.

The cars which will form this through line are constructed on the same general plan as first-class sleeping cars, being equipped with separate lavatories for ladies and gentlemen, and double lower and upper berths. The lower berths are converted into comfortable seats during the day; the upper berths are closed.

They are equipped with curtains, mattresses, blankets, sheets, pillows, pillow cases, towels, combs, brushes; in fact, every requisite for comfort and convenience.

Persons desiring a cheap and convenient means of reaching Chicago or the East Coast cannot do better than arrange to make the trip in this fashion.

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All kinds of ball room dances taught. Lessons, Monday, Tuesday, Thursday and Saturday evenings. [illegible] Main Street.

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Moths!

A Romantic Comedy, in Four Acts will be presented by the Grand Opera House Stock Company.

Prices: 50c, 75c and $1; Box Seats [illegible]. No extra charge for reserved Seats. Sale commences Thursday, December 20th. Matinee every Saturday, at 2 p. m. Admission 25c.

Special Matinee Christmas afternoon.

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ALL KINDS OF COAL. [illegible]

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MONEY [illegible] LOAN MONEY AT [illegible]

WILL TRADE OTHER PROPERTY FOR [illegible]

LOANS, ANY AMOUNT ON CITY OR [illegible]

ON REASONABLE TERMS. APPLY TO [illegible]

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New Coats and Capes.	Children's Coats, Assorted.
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Fine Beaver Shawls.	Tam O' Shanters.
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Men's Ready Made Suits,	Grey Blankets,	Twilled Flannels,
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Children's Stockings,	Ladies' Cloth for Tailor Suits,	Colored Linseys,
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Overshirts,	Plain Flannels,	Jeans.

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Remember the Old Reliable Music House of D. O. CALDER'S SONS,

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[illegible], Manager.

[illegible]

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HEADACHE CURED FREE.

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