

DESERET EVENING NEWS.

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Wednesday, February 8, 1893.

LAST NIGHT'S MEETING.

The point at which the people of this city, without distinction of religious, political or social views, can meet, unite and proceed harmoniously and effectively, was reached last evening. The Theater was completely filled with ladies and gentlemen who saw with one eye, spoke with one voice, and acted with such spontaneous and enthusiastic unanimity that the success of the project concerning which they had gathered was placed beyond the pale of doubt. If the copper smelter and refinery does not come to Salt Lake, it will not be because the conditions required or any part thereof are wanting. The ground will be ready as soon as the workmen are, the money consideration will be as hand and ready for those to whom it is to be given.

The speeches made were so thoroughly in accord with one another, were characterized by such good judgment and excellent taste, were so moderate and dignified and yet so incisive and unequivocal in tone, that they were the fitness a veritable "leat of reason and flow of soul." They seemed to be so many trumpet calls, rallying and solidifying our people in such array as makes them invincible. And right royally did the audience testify its realization and appreciation; they performed fully of the spirit of the hour and encouraged the good work being done on the stage by "applauding in the proper place" and so heartily and lengthily as intelligent, progressive men and women thoroughly in earnest know how to. It was a great meeting; it marks the beginning of the end of pulling apart and scattering our forces, and the commencement of a condition of things in which, when our material prosperity in the lease, all will be for one and one for all.

As was suggested by one of the speakers, the copper plant is not the only desideratum looked forward to as the result of the concerted action. It is simply the initial point of the Great Utah which we are to build up. It is to be the inception of a commonwealth whose prestige, power and influence shall be the admiration of all at home or abroad, a commonwealth which through unity of purpose and promptness in movement has been rescued from the grasp of lethargic inaction and made to respond throughout its width and from end to end with the welcome sounds of busy hammers, whirling engines, whirling machinery, humming spindles and home-made bells! All this and more requires no more visionary nor fanciful mind alone to discern in the coming days and following closely in the wake of the copper smelter. But of itself it will be a great thing not only for Salt Lake City but for the Territory at large. It is not placing the figures on an exaggerated scale to say that, one way and another, the works will be the means of giving employment to a thousand men and it may be two thousand, or more, not in operating or working about it, of course, but through the additional avenues of labor in other departments which it will be the means of throwing open and maintaining.

This is an item of such vast consequence that no amount of skill in the use of words or figures could even approximately convey it, but it is not all. The shutting out from our local markets of copper sheets and wire made elsewhere through their production at home in sufficient quantity and of the proper quality to not only supply all local demands but to fill orders from a distance, would be at once a source of great profit and gratification. It would in and of itself be a phase of domestic independence such as many in our midst have looked forward to for years. Support of home institutions means support by them sooner or later, and surely the proper beginning is the practical one. We have begun right for establishing the new order of things, and henceforth there need be no difficulty in keeping right. Revolutions do not go backward, but let us go beyond this in our case and see that the industrial revolution now about to be inaugurated in Utah is not even permitted to stand still.

DISCRIMINATIVE FREIGHT RATES.

It is a matter of public interest to know why local manufacturers do not compete in certain lines with imported articles. In conversation, several of these manufacturers have asserted that it is because they are injuriously affected by an excessive railway tariff.

In support of this assertion they state that when the railways granted reduced rates for certain classes of merchandise, the tariff classification was so arranged that an increase in the cost of raw material was the result. Because of this, local manufacturers had to restrict themselves in certain articles because these could be produced at a loss.

As an instance, one of our most experienced furniture men was approached and asked the question, "Can you make iron fencing as good and as cheaply here as in the East?" "Yes, sir," was his reply. "We can make it just as good as it can be made anywhere. The casting can be done at a low price here as in St. Louis or

Chicago. Our workmen are just as good, and wages are higher."

"Then you can compete with the eastern market?"

"No, we cannot," came the response. "We've got to get iron from the east, and the cost of shipping it over the railroads is so much greater than the rate for manufactured goods that competition is out of sight. When we get from St. Louis rates, we can furnish the metal-up article at the St. Louis price, or even a little under. But when the railroads charge us so much more for hauling iron than they do for the manufactured article, which they classify as merchandise and carry at a low rate, that there is not enough difference in the total cost of ten tons of each to pay for unloading from the cars, why, we simply can't cost the fencing for nothing, that's all. If we could get raw material shipped at reasonable rates we would be all right. But iron costs more today than it did five years ago. When merchandise rates went down it went up."

It is not alone in the iron business that such a situation is complained of. Several branches of industry are similarly affected, and those directly interested should combine and agitate the question until the grievance is remedied. In the matter of freight rates, affairs have been in much worse condition than at present. This was the case last year when the Chamber of Commerce proceeded against the railways for equitable rates for all, both in raw material and manufactured goods. The presentation of the case was so effective that the railways realized that revision of their tariff was necessary, and they accomplished this through a compromise with leading shippers. In the face of this arrangement it was deemed injudicious to press the Chamber of Commerce suit to a finality. Its institution had been the means of securing a reduction in freight rates amounting to about \$100,000 per annum in favor of the Territory.

A proper presentation and effective work would reduce the evil still further. The local manufacturers injuriously affected and not properly represented in the arrangement referred to, though every effort was made to give it as broad a scope as possible, be that as it may, they should be afforded every consistent opportunity to successfully compete in price as well as quality with imported articles. And if they will prepare and give facts and figures as they can be handled, and will put energy into the work, there is no doubt the Chamber of Commerce will throw the whole weight of its influence against the discriminative tariff. But without this decisive action, more general talk will not attain the desirable result.

BY RAIL TO LOS ANGELES.

A writer in the Los Angeles Times advances the building of a railroad to connect that city with Salt Lake by public aid. His plan is one that it is shown has been feasible elsewhere. It is, in brief, to ask a law at the hands of the legislature by the terms of which counties of a certain class can issue bonds for building railroads and thus become the owners of them, with power to lease them to corporations. It is questionable whether such a law would be constitutional, but if it is having that object in view could be made without such infringement, we are informed that it would find many advocates in Los Angeles county as well as among the lawmakers themselves.

"That the project of constructing a railway from the seaboard near Los Angeles to Salt Lake City is feasible and highly desirable," says the Times, "there is no dispute. The line would pass a rich, fertile region, and minerals are what we need. If Los Angeles is to become a manufacturing city, it would put us in close and quick communication with a wide area of country that requires our peculiar horticultural and agricultural products, and will purchase and consume them in larger quantities than ever when a direct line shall have been established by means of which interchange can be facilitated. It is shown that there is cheap coal and iron in the Utah and Nevada mountains, and it is needed on the coast. The ocean is at our doors, and a great sea traffic would ultimately be diverted to Los Angeles, and through it to the east, if this road were built. A heavy volume of passenger traffic would grow up on the new line, for it would afford a very direct, picturesque and comfortable route from the Pacific to the East, and for the purpose of the entire Salt Lake country to this coast. The advantages of low line are, in short, apparent, and need not be elaborated here."

The business men of Los Angeles county are then invited to examine the question at once, and to set with vigor, determination and persistence. It would seem enough to us at this end of the line, or rather perhaps the end of the line, with delight the announcement of work is carried out at either end of it. Salt Lake communication with Los Angeles is one of the inevitable things to come, and it cannot come any too soon. The company that is first in the field will probably hold it for a long time, and it can scarcely be otherwise than a most fruitful one. It has been promised on several occasions, and we believe some work in the way of surveying and building with heretofore, but it has not yet gone far enough to make any law. It is represented as a rather easy country to construct a

road over, a great portion of it being level and timber in places abundant. A road to the Pacific coast via Los Angeles, or one terminating at Salt Lake, from this city, would not only be a money-maker from the start for the owners, but would open up and bring into market vast areas of previously unoccupied and thereby unproductive land. Much of this is mineral bearing, some of it being known to be very rich, and in the long run the road would not have to look to its terminal for its chief support. It would enhance the commercial status of both the great cities chiefly affected and cheapen tropical fruits and vegetables to us while doing likewise with coal and salt at the other end. Yes, we all want a road to Southern California and are not greatly concerned as to who does the job or how it is accomplished so long as it is done to stay. Push it along!

ANOTHER SENATOR CHOOSES.

The long struggle in Nebraska over the election of a United States senator culminated yesterday in the election of William V. Allen. He was formerly a Republican but left that party over two years ago and cast his political fortunes with the People's party, to which he now belongs. It is perhaps significant that the Democrats in the legislature all voted for him, as it shows that his withdrawal from the Unionists must have been unrequited, and viewed from the point of view it is distinctly a Republican loss even if it should not be a Democratic gain.

There are now four states left in the Union a senatorial deadlock—Maine, North Dakota, Washington and Wyoming. Whatever they may ultimately do, however, will have but little practical effect on the political status of the next Senate, which will be certainly anti-Republican and almost certainly controlled by the Democrats.

THE WAR PROSPECT.

The approach of spring each year is fraught of promise of a great war in Europe. This season is no exception to the rule, and it would not occasion any surprise to see two or three of the great powers plunged into some deadly conflict upon a very small provocation. The dispatches state that the scramble for gold now going on among the nations on the other side of the Atlantic is regarded there as one of the greatest signs of the times, and is a cause of serious apprehension in political circles that European peace is about to be broken. The London Standard has this significant utterance on the situation:

"Not only do military preparations on the continent threaten us with the most terrible war the world has ever seen with its grosser waste of life and wealth, and with a complete break-up of the political system of the continent, but they actually put a premium upon our enterprise agencies. Nobody can be sure for a week, together of what may happen, or how the interest of the world may be thrown into confusion and how disastrous the consequences may be."

The Boston Herald, noting the appointment of a Republican judge by a Democratic governor of New Jersey, mentions which was recently made in these columns, gives the disgruntled Democracy rather chilling consolation in these words:

"A key judge in New Jersey (a democracy whose principal function is to look over and perform judicial duties when called upon to do so for so much per diem. The salary amounts to only a few hundred dollars a year, and Mr. Phelps is well known and respected. It is not likely that he is banking for the office. Nor would it seem that it is worth while for the Democracy to make any such indiscretion for the place."

It is to be said of the late James G. Blaine that he had his follies, just like ordinary mortals. He was always late in keeping a ceremonial appointment, and a Washington authority goes so far as to say that it would be difficult, if not impossible, to cite a single instance during the present administration when the ex-secretary of state was punctual at a state dinner. Now that this case is before the public, we can look for plenty more of it.

By REFERENCE to a special telegram which appears today in our columns, it will be seen that the Associated Press has just sent out from Cheyenne its latest report, saying that Mr. C. W. Penrose was placed under arrest there. He was in this city today, and a friendly greeting on the New York Herald's front page, which is charging with "tampering with southern matters" in our neighboring state.

AN EXTRA SENATOR in Congress is threatened as a consequence of the failure by the present one to reject the Sherman silver law. But as there will be more free silver men in the next Senate than there are now, what do the "anti" expect to accomplish thereby?

The Hotel Templeton is opposite Temple Square, facing Office, Eagle Gate, Deseret News Building and all points of interest in Salt Lake City.

THE CHURCH, R. C. Irving, President, Half block from Post Office, across from Pullman Hotel, Mon. 35. Rates \$2.50 per day. Special Local Rates.

Salt Lake's big, new hotel is The Knottford, Humble, elegant, comfortable and reasonable.

A sound liver makes a well man. Are you ill? Are you weak, nervous, or troubled with indigestion, sick headache, backache, neuralgia, Piles, Brachy, Catarrh, Dropsy, Indigestion, Hay Fever, Pain in Back and between the Shoulders, Chills and Fever, etc. If you have any of these symptoms, your liver is out of order. If it is slowly being poisoned, because your liver does not act properly, Biletics will cure you. Ask for Biletics at the Store, Stomach or Bowels. It has no equal as a Liver Medicine. Price 75 cents. Free trial bottles at R. C. M. I. Drug Dept.

A Pointed Question. Can you buy a 5-lb. box of Biletics for 50¢? Biletics for 50¢. 5 lbs. box. No. 1. Biletics for 50¢. 5 lbs. box. No. 2. Biletics for 50¢. 5 lbs. box. No. 3. Biletics for 50¢. 5 lbs. box. No. 4. Biletics for 50¢. 5 lbs. box. No. 5. Biletics for 50¢. 5 lbs. box. No. 6. Biletics for 50¢. 5 lbs. box. No. 7. Biletics for 50¢. 5 lbs. box. No. 8. Biletics for 50¢. 5 lbs. box. No. 9. Biletics for 50¢. 5 lbs. box. No. 10. Biletics for 50¢. 5 lbs. box. No. 11. Biletics for 50¢. 5 lbs. box. No. 12. Biletics for 50¢. 5 lbs. box. No. 13. Biletics for 50¢. 5 lbs. box. No. 14. Biletics for 50¢. 5 lbs. box. No. 15. Biletics for 50¢. 5 lbs. box. No. 16. Biletics for 50¢. 5 lbs. box. No. 17. Biletics for 50¢. 5 lbs. box. No. 18. Biletics for 50¢. 5 lbs. box. No. 19. Biletics for 50¢. 5 lbs. box. No. 20. Biletics for 50¢. 5 lbs. box. No. 21. Biletics for 50¢. 5 lbs. box. No. 22. Biletics for 50¢. 5 lbs. box. No. 23. Biletics for 50¢. 5 lbs. box. No. 24. Biletics for 50¢. 5 lbs. box. 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