

DESERET EVENING NEWS

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SALT LAKE CITY, OCT. 22, 1909.

SALT LAKE GROWTH.

"Why is it that thousands and tens of thousands of splendid citizens from the east, west, north and south are coming here to make their homes and to invest their money?" asks the Tribune in a futile effort to defend the so-called "American" party rule.

We can answer that question. What makes Salt Lake, and Utah, attractive to respectable home seekers is the spirit of loyalty, enterprise, good fellowship, moral purity, and enlightenment that is characteristic of every "Mormon" settlement. This together with the natural resources of the region, which the pioneers were first to appreciate, attract settlers.

The "American" party leaders, we venture to say, have not attracted many settlers. Those who have advertised Utah as a devil-fish on the American map have not induced any respectable home seekers to come here. The contemptible behavior of their own nest who have falsely proclaimed to all the world that Utah is a priest-ridden state where moral dirt is at a premium and where people do not dare to say their soul is their own, on account of a "hierarchy" with absolute rule, have not been much for the development of Utah. That needs no argument. What has been done has been done in spite of the cuts that have been barking day and night for years, filling the air with dismal howls. Not the standards of Utah, but those who have fought the standards in the United States Senate, in pulpits and pines, and everywhere, have attracted settlers and capital.

We maintain, and challenge anyone to successfully contradict our position, that the settlements of Utah advanced with marvelous rapidity as a result of the wise efforts under the direction of President Brigham Young and his associates. With the thousands of good, desirable settlers who came here from the states and foreign countries, at a time when the country was all but attractive. Witness the building of roads and bridges, the reclamation of land, the planning of public buildings, etc., on a scale that bears testimony of the vision of future greatness which filled the souls of the pioneers. We maintain that there is no reason why this marvelous development should not have continued uninterrupted but for the obstacles interposed by anti-"Mormon" agitators who considered themselves entitled to all the honor, and glory, and all the profit of offices, by virtue of their hostility to "Mormonism," which sentiment, by the way, they in their medieval ignorance, insisted upon being "American."

This agitation retarded progress. But for this conflict in which the "Mormons" stood for the right of conscience and for the maintenance of American principles of government against coercion and bossism, Utah today would have had a much larger population than it has, and Salt Lake would have been a much larger city than it is. You can deny this in every possible key, from the highest pitch to the lowest, but it is true nevertheless that the Latter-day Saints have labored incessantly for the building up of Utah, while their detractors have worked in the opposite direction.

If you, citizens and voters of this city, doubt this, try two years of harassment and spoil by keeping out of the city's offices the anti-"Mormon" agitators and their tools. You can do this by your vote at the next election. If you find that the city does not advance more rapidly during a regime in which the American principle of tolerance enters as a factor, than it has done now, then go back to the rule of hatred and bigotry as represented by the party leaders that falsely boast of being "Americans."

WAR IN THE AIR.

Someone has said that with the development of aeroplanes war would be rendered impossible, for the reason that ships and forts, cities and armies would be at the mercy of aviators with bombs. Maxin does not accept this view as correct. He does not believe that any aviator could do much harm. "Let us assume, for example," he says, "that the Germans should build a fleet of a hundred aeroplanes, each capable of carrying one bomb containing a hundred pounds of dynamite and capable of making one trip a day to London, dropping its dynamite and returning to Berlin for another load, and let us assume that each of these bombs should be capable of destroying, on the average, one building, which is very much more than it could possibly do. Thus this fleet would destroy 100 houses a day, 3,000 a month, 36,000 a year. Now, as there have been about 600,000 houses built in London during the last ten years, or about 60,000 a year, the German aerial dynamite fleet would succeed in destroying a little more than half the houses annually built in London."

Admiral Evans takes about the same view. In his talks and lectures he has said he did not believe that flying machines would amount to much in a naval engagement at any rate. So there is not much encouragement, in expert opinion, for the hope that flying machines will be doves of peace.

But the cost of maintaining armies and navies may finally reach so high figures as to make war too expensive a pastime. Our own total expenditures for army, navy, and fortifications in the fiscal year of 1909 aggregated \$29,122,854.57, or 26.5 per cent of our total revenue, exclusive of postal receipts. Our expenditures during the same period for past wars were \$109,873,204, or 31 per cent of the revenue, so that 47.3 per cent of the national income was spent last year for war purposes.

This year the figures are even higher. According to the daily statement of the Treasury Department, on April 30, 1909, we have thus far during the fiscal year collected from all sources, except postal receipts, the sum of \$493,657,933.49. Up to that date we had expended on account of the army \$110,187,521.96, and the navy, \$96,576,912.41, a total of \$206,764,434.37. That is to say, we have this year expended 41 per cent of the revenue for war purposes. For past wars we still pay 31 per cent of the revenue, so that we pay 72 per cent in all for wars past and future. Seventy-two per cent for war and 28 per cent for other purposes.

Some time the intelligence of the nations will wake up to a realization of the enormous folly of such an expenditure of the hard-earned money of the laboring men. That intelligence will devise some civilized method of settling international disputes, and the money now wasted on implements of war will be invested in wealth producing enterprises, in schools, in works of art. Wars may not vanish before aeroplanes, but they will be no more when enlightened human intelligence asserts itself and takes the reign.

SUGAR IMPORTS DIMINISH.

It will surprise the thousands of western people who are interested in sugar, either as growers or stock holders, or both, to learn that the dreaded importation of Philippine sugar under the new tariff act, thus far shows a shrinkage instead of an increase, in comparison with last year.

A bulletin issued by the Department of Commerce and Labor, dated Oct. 8, shows that general Philippine products imported into this country during August 1908, increased 160 per cent compared with August 1907, but on sugar, which now comes in free of duty, there was a decrease. Little short of startling, the figures for August 1908 when a tariff was levied having been 24,440,000 pounds, while for August 1909, when no duty was paid, the amount was 2,824,000 pounds. This bears out the statement several times made by President Taft, that the natural customers for the Philippine sugar were the Chinese, and with the trade awakening in China, it is expected the sugar demand there will more than keep pace with the increase in the production of the sugar industry in the Philippine Islands.

It will be equally interesting to sugar interests to learn that the total exportation of sugar from the Hawaiian Islands to the United States will reach \$69,000,000 in 1910, and that the best authorities are agreed that sugar production in Hawaii is reaching close to its maximum, because of the labor problem. The Japanese are steadily diminishing, and there is no new immigration into the islands to take their place.

EASILY ANSWERED.

Here are a few foolish questions from the "American" party organ, and the obvious answers:

"If the American party were so vile and incompetent, in its administration of municipal affairs, as the federal bench, the St. Louis newspaper and The News are saying, let someone answer why it is that practically all of the business men of prominence in Salt Lake City support the party that numbers within its membership eighty per cent of the property owners of the city?"

Practically all of the business men of prominence do not support the party, and 80 per cent of the property owners do not belong to it. Most of the prominent business men of the city at present are sick and tired of the strife kept up by the party leaders in their own personal interests, and they are heartily ashamed of The Tribune and its shameless, barefaced lying. A great part of the property owners are also tired of the intolerable tax-burdens.

The Tribune does not expect to win this election by the aid of the prominent business men and property holders but by the aid of the saloon element, the underworld, tax eaters, and rabid anti-"Mormons" who have absolutely no rights under the American flag. The conflict is on between the decent American citizens on one side and the element that flourishes on graft and vice on the other.

"Why is it that the outside districts such as Sugar House and Waterloo want to be annexed to the city, which would bring them under 'American' control?"

The people of the localities mentioned do not want to come under "American" rule. They want some of the city water that was procured by the Morris administration. The "American" party has not secured a drop of water.

"If the city had been damaged by 'American' rule and injured in the eyes of the people of the country, why did the prominent men of the church organize a great hotel conference and proceed at once to the erecting of the most extensive and best hotel in the intermountain country?"

Because the enterprising business men who planned that hotel firmly believe that the common sense of the people here will assert itself and choke the life out of the monster of anti-"Mormonism" that has been fed too long upon the interests of this city. They have faith in the future. They believe that liberty and tolerance will prevail here, after the slanders have been relegated to ignominious oblivion. That is the reason why "Mormons" have done all in their power, though vilified as "rebels" and obstructionists, to build up and beautify the city and make it desirable for good citizens to live in. That is the reason why they have fought vice and the tough herd attracted by the policy of slander and hatred. "Mormons" believe in the future of this city, because God led them here and planted them here.

"Right now a most desperate effort is being made to check the onward march of the city of the future, and to keep it under the domination of the selfish apostle-senator and his federal official henchmen, as being

employed to checkmate the 'American' at the polls."

That is another Tribune lie, and one that cannot be fastened on a reporter, either. Right now an effort is being made to restore normal political conditions, with peace, and progress on a basis fair and square to all. Right now an effort is being made to place the city government in honest, competent hands, to eliminate all religious questions from local politics and to restore good feelings and fellowship between neighbors. That is the object of the efforts the Tribune denounces.

Oreed and gratitude are never found together.

Favors may follow fawning but votes do not always.

In reality few people know what they are talking about.

Records, promises and pie crusts are all made to be broken.

The tramp problem is to get a free ride and so avoid tramping.

Where an open-door policy prevails, who gets the door receipts?

Why is it that in football games no one ever cries, "Vent pikes?"

The proof of finding the North Pole is not in "chewing the rag."

Compared with aeroplanists, balloonists are scarcely fledglings.

The most commendable thing the Maure cabinet ever did was to resign.

The New York municipal campaign proves that that city is rightly called Gotham.

Let one dream come true and the dreamer will ever after be a believer in dreams.

It is a sign of good luck to find a horseshoe if a horseshoe is what one is looking for.

It may be a credit to a man to work too hard for his employer but it is not cash credit.

Dartmouth college has a new president, but its enduring fame rests on the Dartmouth college case.

The "insurgents," if one may credit the news from Iowa, have not even been scotched much less killed.

Texas's candidate for President in 1912 probably will be not Joseph Bailey but William Howard Taft.

A tariff war with France would be neither edifying, brilliant nor beneficial. Let no such war be declared.

Had Mr. Watson heeded old man Watson's advice to his son Samuel he never would have been in the fix he is.

When the Bank of England raises its rate of discount to five per cent, it is time for speculators to draw in their horns.

The racket makers' convention has declared that funerals are too cheap. Is this on the theory that a cheap funeral makes a cheap man?

The judge advocate general for the department of the Missouri favors a more lenient policy in the punishment for desertion. He would make the way of the army transgressor less hard.

"Congress has a great deal of serious work ahead of it," solemnly declares the Washington Post. It also has a great deal of serious work behind it, which doesn't make it seem so bad.

Time works wonders. The New York Tribune has reduced its price to one cent and has changed from a six-column to a seven-column page. There can be no progress without some change.

The following, from the Atchison Globe, is respectfully submitted for the careful and constant consideration of the organ of the Pseudo-American party: "Injure the community in which you live, and you injure yourself."

Why doesn't Colonel Roosevelt start a simplified spelling movement in British East Africa? Some of the names of places whence news of him has been sent are so outlandish that no man can be sure that he can spell or pronounce them twice alike.

The American organ claims for its party all the credit for the improvements done in this city, but it has not shown us one foot of sidewalk or one foot of paving that was not paid for by special taxes, at exorbitant rates. It has not pointed to one building erected as a monument to "American" enterprise, except the stockade. Why not specify and tell what the party has done besides spending taxes?

TOO MANY HOLIDAYS.

New York Journal of Commerce.

We have been accustomed to trace the economic decay of some of the older countries of Europe to the frequency of their church festivals, with the accompanying suspension of labor and business. If the prevalent tendency to establish new holidays here should be suffered to go on unchecked, we shall shortly rival Spain and Italy in the number of days on which we give ourselves up to doing nothing. Columbus day happens to be so unseasonable an intrusion to at least three-fourths of the people of this city and state that it may serve the useful purpose of not only arresting holiday making legislation, but of being the occasion of a movement to repeal the act by which it was itself created. The sooner that is done the better.

THE STUMPING THAT COUNTS.

Philadelphia Record.

In New York the lot of the spell-binder is not a happy one just now. The chairman of the various campaign committees are squeezing the poetry out of their stanzas. To one spell-binder, who began to utter a sample of his eloquence thus: "From the pine clad hills of Maine to the snow-capped Sierras," Chairman Hedges of the Republican

city committee remarked: "Warp your vocabulary to fit some place between the Battery and the Bronx, hand out something about graft in the dock department, and throw in a few paragraphs about much needed subway." The Democratic campaign manager, insisting upon "straight plain talk."

HAIL THE GLAD DAY.

Congressman Bartholdi.

A crisis is upon us. The nations, in wild alarm, are taking counsel of fear, and a suicidal rivalry in armament is equally exhausting the resources of all without changing their relative strength in the least. The people are groaning both under the insufferable burden and the growing danger of war, and realizing that there can neither be genuine liberty nor real happiness as long as this condition lasts, their eyes are turned hopefully to Washington, where once an emancipator, by one stroke of the pen, struck the shackles from 4,000,000 slaves. The hour of a new emancipation has struck. Will another president immortalize himself by emancipating all mankind from the thraldom of war? May an affirmative answer be recorded at the next conference at beautiful Lake Mohonk.

NEW NEWS OF YESTERDAY

HOW THE TELEGRAPH CAME TO BE STRUNG ON POLES.

By E. J. Edwards.

This daily series of anecdotes and incidents that throw new, interesting and frequently dramatic light on famous events and personalities of the past have been collected by E. J. Edwards during nearly forty years of more or less intimate acquaintance with many of the country's leaders since the Civil War. Each anecdote or incident is fresh from Mr. Edwards's notebook, and, either in whole or in part, it constitutes New News of Yesterday, gathered from the men who made the news—the history—or from equally authoritative sources. As important contributions of the "Human Interest" sort to American history, these articles have a distinctive value all their own.

Nine days of almost instantaneous world-communication, the telegraph pole, like the bad boy is ubiquitous. To the lay mind it is as much an essential part of the telegraph as the Morse key itself. Yet in the original plans of the inventor of the telegraph the telegraph pole did not figure by so much as a fleeting thought.

How the telegraph pole came into existence was told to me a short time before his death by one of the two men who were associated with Prof. Morse in building the first experimental telegraph line between Baltimore and Washington.

My informant was Gen. Edward Weidman Merrill, who died about three years ago, and while it may have been stated before that the original plan was to place the first commercial telegraph line in a subway, but that poles were used instead, I hardly believe that the full story of how this came about has been told hitherto. Gen. Merrill, by the way, was one of the most famous civil and military engineers of his day. He organized and commanded the first volunteer engineer regiment for the Union; he devised and built the famous Swamp Angel batteries in the harbor of Charleston, and he was the chief engineer of the Hooper tunnel.

The late Alfred Vail, whose various suggestions led to great improvements in Prof. Morse's invention, and myself were closely associated with Prof. Morse in establishing the first operating telegraph plant between Baltimore and Washington. The general said to me, as we sat in the library of his home, "And, let me tell you, it was a pretty serious question whether we were going to be able to complete for commercial use any telegraph plant at all. Prof. Morse had the instrument all right, and he could send a message through several miles of coiled wire, but the problem was, how was he going to set up a telegraph plant when he had not the money with which to build it?"

"Mr. Vail, who afterwards became one of the great leaders in American telegraphing, had some money, and was willing to back Prof. Morse as far as he could. But Prof. Morse had the idea that, if the telegraph was going to be commercially successful it would have to be carried through pipes, laid in trenches, exactly as the telegraph and telephone wires are now installed in cities where overhead wires are not allowed by law. Vail, who was a practical inventor, and I, who was a civil engineer, realized that to dig a trench from Baltimore to Washington, put hollow pipes in it, and haul telegraph wires through the pipes would cost a great deal more money than Vail had to put back of Morse, or that Morse could probably obtain from other sources. So the situation looked dubious for days, and Prof. Morse, naturally was much discouraged."

"Finally there came a day when Mr. Vail, who had been thinking almost constantly over the grave problem confronting us, said to Morse in my presence:

"I wonder how it would do to string the wires on sticks?"

"It wouldn't do at all," Morse replied. "The wires would constantly be broken, or otherwise interfered with."

"At Vail was a man who always spoke his mind."

"I don't believe it," he said bluntly to Morse. "I have made several experiments stringing wires upon sticks. At the sticks I have run the wires through the necks of broken bottles to insulate them, and they work all right. Now, if we get tall enough sticks, and utilize trees wherever we find them along the route, I am sure that we can string our wires at very small cost, and nothing short of a big windstorm or heavy snowstorm would do them any damage."

"I took sides with 'At Vail at once," the venerable engineer continued, with a reminiscent smile. "You see, my engineering experience served me. I told Prof. Morse that Vail's plan was perfectly feasible; and when Vail added, during the course of the ensuing argument, that all we'd have to do would be to set up the sticks—as we called them—along the highways, and that the right of way would cost us nothing, I argued for his views more strongly than ever."

"At last we persuaded Prof. Morse to put aside the trench or buried wire idea and turn to sticks or poles. In the meantime, however, Vail had set up some clothes poles and strung telegraph wire along them, and thus proved by ocular demonstration that his plan was feasible. At that time we got the idea of having the telegraph sticks about the height of the ordinary clothes pole, but before we began the work of securing and placing the poles, we all three decided that a higher pole would be better—it would keep the wires out of reach of people and vehicles, out of harm's way. So a pole about the height of the present telegraph pole was decided on, Vail, I believe, determining the height."

"Later on the telegraphic demonstration that we made between Baltimore and Washington over our wire strung on sticks or poles was perfect, and the telegraph took its proper place among the great inventions of the ages. But not until many years later, when in some of our big cities, there came a public outcry to get rid of telegraph wires and poles, was there a return to Prof. Morse's original plan to run the telegraph through subways."

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By George F. Butler, A.M., M.D.

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