THE EVENING NEWS.

Monday, . . . March 17, 1873.

REAPING.

We shape ourselves the joy or fear
Of which the coming life is made,
And fill our future's atmosphere
With sunshine or with shade.
The issues of the life to be
We weave with colors all our own,
And in the field of destiny
We reap as we have sown.

Whittier.

HEAVEN.

Light after darkness,
Gain after loss,
Strength after stricken,
Crown after cross,
Sweet after bitter,
Song after sigh,
Home after wandering,
Praise after cry.

Sheaves after sowing,
Sun after rain,
Light after mystery,
Peace after pain,
Joy after sorrow,
Calm after blast,
Rest after weariness,
Sweet rest at last.

Near after distant,
Gleam after gloom,
Love after loneliness,
Life after tomb,
After long agony,
Rapture of bliss!
Right was the pathway
Leading to this!

Frances Ridley Havergal.

The Coal Famine in England.

Some persons who have heard of the present price of coal have imagined that coal itself was scarce; not only scarce in the market, which no doubt it is, but scarce in the mine also. But this is a complete mistake. The commissioners in 1870 reported that there was 146,480,000,000 of tons which might reasonably be expected to be available for use, and that, as the rate of annual consumption was in 1869 a little over 100,000,000, we have plainly enough coal in the mine for many years. What has happened in the coal trade, though very important, is very simple. There was, as is well known, a most unusual demand for coal—a demand greatly in excess of the usual supply. The prices consequently rose rapidly. A large number of laborers saw their employers — the coal-owners—were getting very unusual profits and becoming rapidly very rich, and they naturally thought that as their labor wrought out the coal, they were entitled to share largely in those profits; and they thought, also, that by striking they could exact a rise of wages, and so obtain that share. The strikes reduced the quantity of coal in the markets, and the consequence is a great rise of price. At first sight that rise might seem not only great but extravagant. But not so if we examine it. Coal is for many purposes an absolute necessary, and it is a familiar maxim of political economy, that a real scarcity of any necessary—though that scarcity is not large, though it is a small fraction only in comparison of the whole supply—will very much raise the price of the article. Everybody wants the article, but there is not enough of it for everybody; the competition becomes very eager, and the prices very high. In this way the price of corn has often risen by a large percentage, when the yield of the harvest has been deficient only by a small percentage. And as coal is a necessary, its value in this case, as in others, must follow the economic law.

THE USE OF COAL.

The extent to which coal is a necessary is best seen by analyzing the ways in which it is used. Common people have their thoughts engrossed by common house coal, but that is only a small part of the matter, as will be seen from a most valuable table which the commission of 1871 gives us:

	Tons.
Total quantity of coal raised in 1869	107,427,557
Total quantity of coal exported in 1869	9,775,170
Leaving for home consumption	97,652,087
Coal used in iron manufacture	22,446,636
Coal used in general manufacture for steam power and other purposes	25,327,313
Coal used in metallurgies, other than iron	859,221
Coal used in mines and collieries	7,225,423
Coal used in gas and water works	2,811,080
Coal used in steamships	3,277,562
Coal used on railways	2,027,500
Domestic consumption	18,481,527
Miscellaneous	195,045
Total	97,652,087

The domestic use in coal, is therefore, not a fifth of the total amount used in this country. The iron industry alone consumes nearly twice as much. Coal is the motive power of our manufactures; it is to them what the steam engine is to the train; it is that which puts them in motion and keeps them in motion. If there were no coal the whole of these industries would stop, and all those employed in them must be disbanded. Therefore at a time when the whole business of the country is in most rapid progress—when it starts forward, as Mr. Gladstone says, not "by steps, but by leaps and bounds," the demand for coal becomes enormous. It is as necessary to our manufactures as food is to man. If you want them to work, you must nourish not only him with food, but them with coal. Accordingly in the controversy as to the progress of our coal mines towards extinction, the critical question has always been at what pace will our manufactures advance, and at what rate will they consume coal? On this subject the commissioners were at issue with Mr. Jevons. They said that the consumption would go on at a slower rate; he at a quicker. But as yet Mr. Jevons has been right. For the last few years the increase in the consumption has been as much as he said it would be. When we receive the figure for 1872 we suspect that we shall find that for that year it was vastly more. There never before was any such demand for coal as there has been this year, for there never was so great an iron trade or so large a general business to require it.

THE LABORER'S PLEA.

Nothing can be more natural than that the laborers employed in such a trade should fancy that they were not only entitled to one advance of wages, but to many. The owners of the mines in which they worked were getting rich, why should not they? And of course it was the interest of the masters to make many concessions, to use so good an opportunity before it was over, and to make hay while the sun shone. But there is no permanent reason why the men who work in very profitable mines should be paid more than those who work in less profitable. That profit is gained by the possession of a valuable monopoly, but these men have no monopoly. They have learnt a very disagreeable employment, in which there is little skill, which requires but little learning, which most men of the sort wanted could soon learn. If such persons are paid exceedingly high wages, more laborers will throng to obtain those wages, and the excessive rate will soon come down. When a mine becomes very profitable very rapidly, it is but natural that the laborers in it should envy the income of its owner, but there is no reason—at least no lasting reason—why they should share it. They may make good terms for a moment, but the evident condition of human life will be too strong for them in the end. The owner has something of great value which others have not, and they have no such thing; he, therefore, will continue to receive a prize income, but they must not hope for it.

[TO BE CONTINUED.]

Chapped Hands and Face.

SORE LIPS, Dryness of the Skin, etc., etc., cured at once by Hagenow's Camphor Ice with Glycerine. It keeps the hands soft in all weather. See that you get HAGENOW'S. Sold by all druggists. Only genuine. Manufactured only by Hagenow & Co., Chemists and Druggists, NEW YORK.

☞ Our Goods are sold by Z. C. M. I. and all its branches. d73-1y eod

TRAVEL.

UTAH SOUTHERN RAILROAD!

On and after Dec. 20, 1872,

DAILY TRAINS

WILL LEAVE THE

Utah Central R. R. Depot,

Salt Lake City at 7 a m and 2.20 p m
Arrive at Lehi at 9 a m and 4.30 p m
Leave Lehi at 7.30 a m and 6 p m
Arrive at S L City at 11.30 a m and 7 p m

In addition to the above

MIXED TRAINS

Will run Daily, Sundays Excepted,

LEAVING THE

UTAH CENTRAL R. R. DEPOT,

Salt Lake City at 1 p m, and Lehi, at 6 a m.

Passengers will please purchase tickets at the Office. Fifty Cents additional will be charged when the Fare is collected on the Train.

For all information concerning Freight or Passage, apply to

JAMES SHARP,
General Freight and Ticket Agent.
JOHN SHARP,
GENERAL SUPERINTENDENT.

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UTAH CENTRAL RAILROAD!

Pioneer Line of Utah.

On and after December 20, 1872,

DAILY TRAINS

Leave Salt Lake City at 5 a m and 2.45 p m
Arrive at Ogden at 7 a m and 4.45 p m.
Leave Ogden at 8 a m and 5.50 p m.
Arrive at Salt Lake City at 10 a m and 7.50 p m.

In addition to the above,

MIXED TRAINS

WILL RUN DAILY,

Sundays Excepted.

Leaving Salt Lake City at 8 a m and 5.30 p m, and Ogden at 5 a m and 5.50 p m.

Passengers will please purchase their tickets at the offices. Fifty cents additional will be charged when the fare is collected on the train.

For all information concerning freight or passage apply to

JAMES SHARP,
Gen. Freight and Ticket Agent.
JOHN SHARP,
GEN. SUPERINTENDENT.

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GILMER & SALISBURY'S

DAILY

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Utah, South-east Nevada and Montana,

Leaving Salt Lake City Daily, running South to

Tintic, American Fork, Mount Nebo, Sevier, St. George, Utah; and Pioche, Nevada:

PASSING THROUGH

Provo, Springville, Spanish Fork, Payson, Salt Creek, Chicken Creek, Round Valley, Fillmore, Corn Creek, Beaver, Minersville, and

All the principal TOWNS and MINING CAMPS in Southern Utah and South-east Nevada.

Also leave Corinne, Utah, daily, running North to

Virginia City, Helena, Fort Benton, Deer Lodge, Cedar Creek Mines, and passing through all the principal TOWNS and MINING CAMPS in Montana.

PRINCIPAL OFFICE,

WELLS, FARGO & CO. BUILDING,

SALT LAKE CITY.

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AND HAVE EVER SINCE BEEN SOLD AND USED IN GREAT NUMBERS IN ALL THE TERRITORIES WITH GREAT SUCCESS.

☞ THEY ARE NOW DOING THE BEST WORK IN THIS TERRITORY.

WAGON MATERIAL ON HAND VERY LOW, ALSO,

COAN & TEN BROEK'S

Concord Buggies & Carriages

On Hand and Receiving in Large Assortment.

FIRST WAGON DEPOT

SOUTH OF THEATRE.

SEBREE & ROBERTSON,

d9 1y Salt Lake City, Corinne & Ogden.

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OF

Church Works,

For Sale at the

DESERET NEWS OFFICE,

Salt Lake City.

Book of Mormon, morocco gilt	$4 00
" " calf gilt	3 00
" " roan gilt	1 75
" " roan	1 50
Doctrine and Covenants, roan	1 00
Hymn Book (14th edition), morocco gilt	3 00
" " " calf gilt	2 00
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" " " plain	1 75
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