DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

Wednesday, - March 15, 1893.

OUR MUMMIES.

"And thou hast lived—how strange a story—
In Thebes' streets a thousand years ago!"

Those who in their schoolhood ever had the good fortune to read in McGuffey's series of readers will remember the above lines as being addressed to a mummy. At the time they were written, and we may with reasonable safety say up to quite recent times, the supposition was general that the mummified remains of the world belonged in the orient, the region extending no further west than Egypt. This was of a piece with much else in the way of human "knowledge" of earlier days and greener years, when antiquity generally was located beyond the Atlantic. We have not only wrested from Asia the nativity of Noah and his ark and placed it upon our own soil, but have gathered up the cradle of civilization which reposed so tranquilly and so long in Greece and transported it across the intervening space; now we are engaged in a "tussle" with Egypt regarding the mummy interest.

Those who were present yesterday when our efficient World's Fair archæologist Mr. Don Maguire was making an exhibit of some of his collections, had ocular demonstration of the fact that not only the extreme western part of the western world can and does produce mummies, but that as usual our own Utah is leading in the new field. The spectacle of a mummy, who in propria persona might have roamed over our plains, through our canyons and over our mountains a thousand or more years nearer the beginning than this year of grace, being on exhibition near a railway track, with the hiss of escaping steam, the clangor of machinery and the prattle of the populace smiting his lifeless ears, the great developments of modern science standing forth and passing in review before his sightless eyes, and in the midst of a busy, bustling, living life such as he and his race neither realized nor thought of—is it not food for reflection? The dim and misty past reaches forth its pulseless hand from the impenetrable shades of time long enough to clasp that of our fresher and more vital era and sets us to thinking—thinking—thinking! Where will we all be a thousand years from now, and what will we be?

A BLUNDER HELPS THE LADIES.

A clerical blunder that was at first rather looked upon as a joke, but now proves to be a serious matter for all concerned, is that by which the "lady managers" of the World's Fair have the sole disposal of the appropriation recently made by Congress. The sundry civil bill contained a clause appropriating $570,880 "to give effect to and execute the provision of section 6 of the act of April 25, 1890, relating to committees, judges and examiners, and the granting of awards." It was intended to give the "lady managers" $100,000 of this sum to pay for the services of the women jurors, but in the wisdom of the engrossing clerk it has been decreed that the total of $570,880, "or so much thereof as in their judgment may be necessary," shall be expended by the "lady managers." In the haste attending all proceedings during the closing hours of the late Congress the error was not detected, and the bill as it stands was signed by President Harrison. The autocratic "gentleman managers" who have all along been opposed to the idea of giving the women any independent authority, are thus brought suddenly up standing, or rather to their knees as humble suppliants. According to the letter of the law—if that be considered apart from its intent—the male members of the executive committee on awards, or the executive committee itself, are without authority to appoint a single juror; the woman's board alone can act. It will be interesting to watch how the dear creatures will exercise the authority thus unexpectedly thrust upon them.

PERILS OF THE DEEP.

Unless something to the contrary reaches us at once, we might as well consider the steamer Naronic among the lost. It is now some thirty-two days since she sailed from Liverpool, and so much delay, it would seem, could scarcely be accounted for on any other hypothesis than a complete wreck. Even the total disability of her engines or propeller would not of necessity keep her at sea long, as her sails alone would surely bring her into port somewhere. Besides, no vessel that has arrived has seen a sign of her, although a number of them have followed the route usually pursued by her and her companion ships of the same line, two of which, indeed, have reached New York since she became overdue. Hence the conclusion is irresistible that the Naronic is no more.

The vessel is a large freight steamer of the White Star line. The fact that she carries no passenger list naturally makes public concern for her safety less acute; but still there are some 70 human beings aboard whose fate may never be known. We are advised that some of those on the ship are cattlemen or owners of horses, who took passage with their stock, the rest being members of the crew. The captain of the vessel will be remembered as the man who achieved notoriety some two years ago as commander of the Adriatic, in refusing to take the City of Paris in tow when the latter vessel was in a helpless condition. For this act he was taken from the passenger and put into the freight service as a measure of punishment. If his vessel should still be drifting upon the Atlantic, how gladly would he avail himself of the succor which he withheld from the City of Paris!

An account reaches us from San Francisco under date of the 9th instant, saying that two deep water ships reached that port after unprecedentedly long (for recent times) and perilous voyages. They were the Kensington, 247 days from London, and Adolph Obrig, 329 days from New York. Both ships had a stormy time. The old Kensington, which was nearly a year getting to port from London, had a very bad time of it. As the vessel was rounding the Horn she was caught in a storm that nearly sent her to the bottom. The foretop mast, top gallant mast, main top gallant mast and all the yards were carried away. The parallels of the main yards were broken, and all the sails on the fore and main masts were carried away. One boat was smashed and two of the others were carried away. About 110 feet of the starboard bulwarks was stove in, while another wave carried away the forecastle, covering the board and railing and wrecking the deckhouse. One of the sailors was injured internally through being thrown against the main mast and was sent home from Port Stanley. The ship made for Port Stanley, where it took six months to make the necessary repairs.

The ship Adolph Obrig had a still harder experience. In the latter part of July she was caught in a hurricane, and the second mate and two sailors were washed away by the first wave that broke on board. Nearly all the sails were blown away and the cargo went adrift. To make matters worse the rudder head was sprung, and made it almost impossible to handle the ship. The mountainous waves continued to break on board and stove in the deckhouse and smashed a couple of boats. When the gale subsided the ship was headed for Port Stanley. When she arrived on August 9th last the crew deserted, and a new crew had to be brought from Valparaiso before the vessel could proceed.

Eleven months for a trip from New York to San Francisco, and still longer for one from London! Does not this recall the early days with a vengeance?

A GAIN FOR SILVER.

According to a Washington dispatch, the administration wishes to have a sound money Democrat put at the head of the Senate finance committee. It is a very natural desire, and we sincerely hope that it will be gratified. There is a personal obstacle in the way, but it is not irremovable, and it ought to be promptly set aside. Mr. Voorhees of Indiana, who held the leading place on the Democratic side of the committee in the late Congress, has, by the usage of the Senate, a claim to the chairmanship in the present reorganization. But surely, in view of his very objectionable record on currency questions, his promotion to such a position ought not to be thought of.

Thus philosophizes the Boston *Herald*, rankly anti-silver but otherwise a most capable and progressive newspaper. The dispatches inform us that Mr. Voorhees is at the head of the committee and the administration will have to take him and make the most of the situation. It seems idle to further attempt to show those Eastern people that a silver dollar is no less sound than a gold one, although the history of the country up to the time that the money function of the white metal was taken from it and all attendant circumstances go to show it. The proper thing for silver men to do is just what they have done in the promotion of Mr. Voorhees—take advantage of every opportunity.

OUR GROWTH BY ANNEXATION.

Annexation is in the air. The people, at this writing, are still waiting with more or less anxiety for the treaty which President Cleveland is supposed to be preparing in lieu of the one submitted by President Harrison. As the minds of the senators must be reasonably well prepared regarding the subject by this time, there should be but little delay in having action upon it. It requires a two-thirds favorable vote of the Senate to ratify any treaty, but it is understood that that proposition is already committed to annexation.

The New York *Mail and Express* holds that all our achievements in this direction have been in the line of natural progress—that they have never been influenced by intrigue nor conducted by conspiracy. Perhaps if the single exception of Cuba were made, a heartier endorsement would be given to the statement, but that does not amount to much. Reference is made to the various filibustering expeditions, all of which the government has opposed even where it has not suppressed and punished those engaged in them; and then we are shown that the most important territorial addition of our government was that effected by Thomas Jefferson in the purchase of Louisiana from France in 1803. Jefferson paid Napoleon $15,000,000 for this magnificent American empire, and that sum was considered at the time an adequate compensation. The Louisiana territory extended from the Gulf of Mexico to the upper Mississippi and the great lakes, and thence westward to Mexico and the region embracing the whole territory of Oregon. The purchase was subsequently divided into what is today Louisiana proper, Arkansas, Indian Territory, Missouri, Kansas, Nebraska, Iowa, Minnesota, Dakota, Wyoming, the best part of Colorado, Montana, Idaho, Oregon and Washington—a splendid addition to our national domain, and we can take a double pride in its possession, from the fact that it was acquired by peaceful and honorable means.

Florida was subsequently acquired from Spain in the same way, and Texas was taken under circumstances quite similar to those which prevail in the Hawaiian case; a great number of Americans who had settled in the Lone Star state—then an independent republic—asked to be annexed to the United States and it was done, this being in 1845. In 1848 New Mexico, Utah and California were purchased, although it is and was contended by some that our country had a right to take them because of the conquest of Mexico and not pay anything, but this idea did not prevail. The next accession was that of Arizona by reason of what is known as the Gadsden purchase, from Mexico. This new territory was not given a separate territorial government until 1863, when John A. Gurley was appointed its first governor. In the meantime the United States had effected the purchase of the Indian lands in Georgia and Alabama. The latest territorial acquisition was Alaska, which the United States bought from Russia in 1867 for $7,200,000. The czar made the first overture, but it was not long before Secretary Seward seized the opportunity, accepted the offer, and the United States government at once ratified the transaction.

The present is not the first movement looking to the acquisition of Hawaii. It is a matter of history that the islands, in 1854, were offered a provisional government by this country, but it was refused. They, or those who speak for them, have changed their minds decidedly, although it took them forty-nine years to do it.

THE TURBULENT TURKS.

A dispatch from Constantinople this morning announces that Moslem mobs have taken possession of Caesarea and that they have sacked the stores, robbed and killed many inhabitants and imprisoned a number of Armenians.

The place referred to must be Kaisareyeh in Asia Minor, an important city with about 5000 Turkish, 2500 Armenian and 500 Greek houses. Conflicts between the Turks and Armenians are frequent in the interior of the Turkish dependencies, where the influence of Europe is necessarily but little felt. The Turks are noted for the despotic rule arbitrarily exercised over their Christian subjects and they are proportionately hated by these latter.

Caesarea, the once famous city of Herod the Great, situated about fifty miles from Jerusalem, is at present little more than a mass of debris inhabited by jackals, snakes and lizards. In the vicinity will be found a few harmless Arab fellahin and Circassians who are pretty well held in awe by the superiority of the Jewish and German colonists who frequently travel between Jaffa and Haifa. Once in a while a mob of Moslem juveniles will attack a traveler with some of the choicest epithets of the Arab tongue and even with rocks thrown from a safe distance, but beyond this the warfare between Mussulmans and Christians seldom goes in that vicinity. Some of the Germans who first settled at Sarona were veterans of old Kaiser's army in France, and the people with whom they came in contact in the orient soon learned that it was not safe to carry on a controversy with these men, who always were prepared to face a foe.

Bob Fitzsimmons as a blacksmith thought he was doing well when he earned five shillings a day in Australia. When he studied "science"—which means the knocking of sense and wind out of an opponent—he aspired to better things, and with good reason. At New Orleans the other night his superior work upon the person of one James Hall netted him in about fifteen minutes $37,500—$2500 per minute or rather more than $40 per second. At these comparative rates of compensation what is there to induce honest toiler lads to stick to their iron and their forge, while the prize ring with its plaudits and its gold opens invitingly to them?

A MISTAKE of only one after more than a quarter of a millennium has passed, is not much; it seems hardly worth correcting, yet to be precise and gratify that certain quantity of readers who are likewise precise, we will here state that Cardinal Richelieu—or, to be complete, Armand Jean Duplessis—was the prime minister of Louis XIII, not Louis XIV, as inadvertently stated in these columns a few days ago.

AN EXCHANGE says "Senator Peffer's daughter is his private secretary at $6 per day. He also draws the same amount for alleged services, and his nephew also has the same priced job." There is nothing like being popular with one's own father or uncle.

One of our enterprising morning contemporaries has taken a picture of its star reporter and makes it do service this morning as a representation of one of the Aztec mummies exposed by Chief Maguire yesterday.

THE REPORT that all but one of the members of the President's cabinet are Presbyterians removes any lingering doubt as to who will occupy the choice front seats during the next four years.

CONFERENCE.

Rates and Arrangements—Rio Grande Western Railway.

Rates same as last year and are at least one fare for the round trip to Salt Lake; from far points rates are lower; see nearest ticket agent R. G. W. Ry. for exact rates. A Conference special will leave Ogden daily from April 3rd to 9th at 8:00 a.m.; leave Salt Lake on return trip at 5:30 p.m. The run will be made in both directions in one hour, and train will stop at all intermediate points. Train formerly leaving Silver City at 6:15 a.m., passing Payson, Spanish Fork, Springville, Provo, American Fork, Lehi and other intermediate points will, commencing April 1st, run at an earlier hour so as to arrive at Salt Lake promptly at 10 a.m. Returning, train will leave Salt Lake at 5 p.m. instead of 4:05 p.m. as heretofore. All other trains will run on present schedules.

Tickets at the greatly reduced rates limited to April 11th will be sold from April 3rd to 9th inclusive from Ogden, Silver City, Springville, Bingham and intermediate stations. From all other points tickets will be on sale from April 2nd to 9th, limited to April 20th. Street cars make connections at Rio Grande Western depot for the hotels and the Temple Square.

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INFORMATION.
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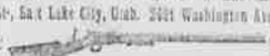

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