DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

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The DESERET EVENING NEWS is published daily (except Sundays) at 10 o'clock [illegible] at 10 East Temple Street, Salt Lake City.

[illegible]

The LIBERAL [illegible] WEEKLY NEWS is published on Tuesday and Friday of each week.

The WEEKLY NEWS is mailed at $2.00 per annum; [illegible] in advance.

TERMS TO SUBSCRIBERS.

Daily 6 Months	$3.00
Daily 3 Months	1.50
Daily 2 Months	1.00
Daily 1 Month	50
Daily per week	15
Semi-Weekly 6 Months	1.00
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Subscribers changing their present residence should always give Postoffice address as well as present address.

The NEWS can be found on the premises of the Publication Office every evening during the city editor's hours.

For the benefit of our patrons and friends who do not take the NEWS, we keep a supply of copies on sale at our office, at the Salt Lake Hotels and Bath Houses, at the cars leaving the Depot [illegible].

Contributions to the NEWS [illegible] Nora B. Foster's book and Publication Room, 300 Main Street.

Communications should be addressed to DESERET NEWS PUBLISHING CO.

Telephone 30.

FALLING INTO LINE.

Last evening the Chinese committee brushed away the differences remaining between themselves and the Independents, leaving not one ticket before the public at the present time. The Liberals may accept of portions of this or not, and the murmuring of the "straights" is still heard in the land, but it grows seemingly fainter as time advances, and the prospect of the combined being finally narrowed down to one between the lesser first spokes of improve in a corresponding ratio. This is doubtless the best thing to be done, since every point of local principle in controversy is embodied in those two organizations.

In Ogden the situation is altogether different. There will, according to present appearances, be three tickets, the same as on every occasion since the division on national lines; but the respective proportions of the parties will undoubtedly undergo a change. Enough defections from the Liberal ranks have occurred to virtually disband the organization, although its managers insist upon going through with the campaign, thus making the work of disintegration that of the voters rather than do it themselves. It is the manner in which those who desert the sinking ship may act as between the Democrats and Republicans that will determine the case as between these, for scarcely one or the other must gain the day, thus making the contest between our Junction friends practically one on national lines. We are not quite so far advanced yet, but may join the procession later on.

CHINA WILL NOT RETALIATE.

Apprehension has been left in this country, particularly among the religious people who support missionaries in China, that the enforcement of the Geary act would bring retaliation to the extent of the expulsion and perhaps murder of the Christian missionaries. An American missionary magazine gives editorial attention to this subject and shows that such fears have no substantial foundation. The article is quoted by the San Francisco Chronicle as follows:

Mr. Annet of Peking says that "the Chinese government is dignified and extremely conservative and is not given to noticing the outrageous treatment of other governments so long as life or property has not been injured. The general feeling among the Chinese who know anything of these affairs and they are very few indeed is that the action of the American government is barbarous, unjust and will bring its own retribution in the condemnation of all well-disposed people. Only one short notice has been taken of the American government's action in the Peking Gazette, the official organ of the court. The Gazette intimates that the entire to risk their supremacy by their national complaisance in behalf of a few score of thousand subjects. Chinese who are always causing them anxiety, especially when an issue has been raised and they have as little to gain in case of victory and so much to lose in case of defeat. It certainly is not likely to wise rulers which keep our friends in a condition of apprehension when there is not the slightest sign of evidence that anything serious is contemplated. Whatever government has put itself quietly in the wrong, and for right-minded people can justify its position and approve the exclusion act, yet there is no evidence that the Chinese government regards the action of authorities as giving it various serious compensations.

It is well known, however, that the presence of Christians in China is not particularly agreeable to the Mongolians and that the mere protection the former have in the law on the part of the latter of the disagreeness that would there consequently, in case the Chinese should notice to a which would be a power of ships and gunboats. That the Chinese government would rather lose in favor of the imperial power is not at all probable. But the question is whether the humiliation of the most is that vast empire might not lead to actual attacks which even the government would be unable to prevent. The good missionary of a few months ago of two Brazilian missionaries shows that the mob is capable of doing evil without much provocation.

It would be interesting to know the exact reason why the majority of the Chinese in this country have refused to register. One of the men the other day asked to reply to a question put to him, that he did not comply with the requirements of the Geary law, because somebody has told him that the people of the United States contemplated making slaves of the Chinese as the negroes had been once, and that registration was the first step towards bringing about that condition of affairs. He added in his broken jargon that he would go back to China voluntarily if he could without loss, but he did not want to become a slave. This may only have been the individual opinion of this person, but it would not be surprising to learn that the ones disposed to register depends largely on a misunderstanding of the consequences such a step might ultimately lead to.

THE UNION PACIFIC FAILURE.

A decided ripple appeared on the otherwise placid surface of the commercial pool horizon yesterday by the announcement that the Union Pacific railway was in the hands of receivers. It was not at all believed in many quarters, and as convention was gradually established the impression was that the receivership applied only to a portion of the system. This was also disrupted by later advices, showing that the entire system with its laterals, branches and belongings of whatever name or nature were turned over, by order of court at Omaha, to certain gentlemen duly constituted by the order to accept and hold the trust.

The Union Pacific has been under a financial cloud for some time past, and its management in places and at times has been questionable if not actually bad. In some instances there was such shortsightedness as seemed utterly inexcusable. As instances may be named its operations in Cuba and Paraguay countries, both of which have been treated with shameful neglect even while excellent and growing feeders of their respective departments of the system.

This community, or the great majority of it, is disposed to entertain kindly feelings toward the Union Pacific. It is the pioneer route and many of our people's names are associated with its advent and subsequent career. Those who blaze the trail and lead the way for others are always associated with a condition of things bordering on the revered to us, and in this light alone, saying nothing of the grand and diversified benefits in the way of opening new fields and general development, do we look upon that road with respect and hope soon to see it emerge from its present difficulties. It is understood that there are not so much the result of sharp competition as the universal falling off in trade caused by the severe financial stringency through which we are passing and which we have reason to hope we have endured the brunt of. When the reorganization comes of course the Union Pacific will look up along with the other enterprises presently affected and push its system on nearer to what it ought to be.

THE SENATE.

The Senate of the United States is just now an object of profound interest. What it will do and what it will not do are subjects concerning which there is a great deal of natural controversy. There is not that unanimity of national esteem surrounding the dome of the capitol that used to be there, because senators and congressmen are not looked up to as they were in the early days; but while this change for a time referred only to the House, with the greater dignity, more deliberative purpose and more thoughtful pose of the total center has saved the upper chamber from the disillusionment and leveling that had taken place. It has not gone the way of the other branch and a senator now is not so much bigger than many other men in every community. This is not treated of to create discontent nor by reason of constant familiarity with the subject on the part of the people; but just because the lofty estate has been crumbling steadily away through the acts of the senators themselves. The discipline of the politicians has supplanted the Chesterfieldian and Palmerstonian methods of departmental parliamentary etiquette, legal lore, finished oratory and dignified demeanor have been overcome by the manners and tactics of border political conventions, and great is the fall!

At the present time the Senate has a Democratic majority of three and a plurality of seven. Except by death or resignation this cannot be changed till next year, when a little more than one-third of the whole body will be chosen. It is within the possibilities for either the Republicans or Populists to overcome this secondary at that time. Following are the states which elect legislatures whose duty it will be to choose senators: Arkansas, South Carolina, Louisiana, West Virginia, Wyoming (?), New Hampshire, Texas, Georgia, Illinois, Rhode Island, Oregon, Maine, Tennessee, Delaware, Massachusetts, Virginia (this year), Kentucky, Michigan, New Jersey, Nebraska, Kansas, Alabama, California, South Dakota, Montana (?), Idaho, Mississippi, Minnesota, Iowa (this year), Colorado, Washington, Pennsylvania, Maryland, Ohio.

The administration of the legislature is present in Democratic (?), Republican (?), all the rest having more or less Populists who hold the balance of power. The major can force and the minor can defeat. We have run as the hare, when the speed of the tortoise would have won the race. The example of the man who ran a mile so as to get a good start in jumping a wall is not an uncommon experience; the wall has been reached, but so weary was the jumper that he had to lay down awhile and rest.

Much is said in public and private once more in regard to home manufactures. Speakers at the Conference claimed this as a partial remedy for hard times; Z. C. M. I. issued a creditable circular calling public attention to home products bought and distributed by that famous institution. C. R. Savage devotes a special window to the exhibition of home-made goods; Grant Brothers, manufacturers of Bachelor, advertise a great variety of similar articles as premiums to be given to every purchaser of their ware.

A series of articles in the News has made quite a review of this question, pointing out that money is spent abroad for that which can be made at home; the people have been urged to wear home-made shoes, home-made clothes, and to buy home-made flannels and blankets, to sustain all home industries which cater to comfort and happiness whether mental or material. The only query is, will this impulse be evanescent or will it die again with the return of money and so-called "better times?"

Reference was and will be made to the success of the sugar factory. Who is there that has laid this subject to heart, but will now rejoice and anticipate that in a few years several such factories will duplicate the present success, with less cost and anxiety than pertained to the pioneer institution?

Some time there will be a bonanza within the grasp of this section that is far beyond the sugar works in importance; and that is a railroad to the coalfields, which for years we have talked about, got enthusiastic about, put some money and much time into, but momentary defeat paralyzed us. We speak of it as a failure, when it is a necessity; we count the cost with one hundred thousand of a population using coal and paying two dollars per ton more than either reason or right should claim. Looking at it from any present standpoint, with the superabundance of labor in its favor, with the fact that it would be an original line, having both of its terminals under control, one resting on the coal beds and the other at the door of the consumers, with power presumably reachable belonging to the Saltair road waiting for next year's bathing season; is there not something here which would dwarf to insignificance, not one sugar works but several more included?

"To be sure the road is needed, but," says the objecting, "the builders would only lose it as has been done before." Is this to be the result of our education, our experience? Should not this rather serve us to more wise action and the exercise of those self-preservation faculties planted in us by the Divine? If this failure was to guide us, the factory at Lehi would have had no existence; colonization would have been given up years and years ago; co-operation would have died as a power in the land; and missionary effort would have been abandoned, for men have failed in all these directions. The Southern Confederacy would have triumphed if the battle of Bull Run had settled the question. Men of grit are not deterred so easily. A large number are imbued with the song we sang at school, "If at first you don't succeed, try, try again." The work is before us, responsibility is laid upon us, spiritual salvation is almost valueless to the man who wants bread. Men feel better, they are more sociable when comfortable, so to speak; and a chilled people can remove mountains, they can break "the stone of the tower," and all humanity has been urged to action by the idea that "who would be free themselves must strike the blow!"

Apart from this, will our present economy, our conservatism, our reserve, our pluck and prudence, materialize or not? Will our methods of whole credit, of indiscriminate trading, of speculative borrowing, of over anxiety for "the almighty dollar," subject to the momentary setback which has been received? Can we learn the lesson of today, or with the returning tide of prosperity shall we become again—or still more—unfamiliar with the spirit of the outer world? Shall spiritual things, and family ties, and moral force, and social life in its loveliest aspects, become secondary to the greed for gain, to the demands of fashion, to the thirst for gold and to the demoralization which is inevitable and indescribable from entire devotion to the pursuit of wealth? Shall the Elders of Israel again become oblivious and forgetful to experience? Are they willing to impress upon the youth of Zion the influence of that example, which is as contagious as fever, or shall all the pursuits of life be tempered by that spirit which preserves from excess and uses the things of this world, knowing that "the fashion of them passeth away?"

DEAD LETTERS.

Of the amount of work done by the United States postal department in its dead letter office, few people have any approximate idea. The report of the superintendent of that office for the year ending June 30th last has just been made public, and it shows a material increase (about five per cent) in the quantity of mail matter handled over that of any previous year. The whole number of pieces treated was something over seven and a quarter million, of which about five and a half millions were ordinary uncalamed letters, and of these nearly two hundred thousand had been opened, addressed to the writers and, because the latter could not be found, again returned to the dead letter office. About eleven hundred contained articles that the law prohibits and transmissible in the mails, and thirty-six thousand did not bear any address whatever.

Of greater interest in the workings of this department are the figures giving the amount of valuables—in the shape of notes, drafts and money orders—which fail to reach their destination. Of course most of this is ultimately restored to its owners. Secretary Carlisle summarizes this feature of the report in question in the information that a total of nearly two and a half millions of dollars was found inclosed in dead letters during the year, not including about fifty thousand dollars in paid notes, receipts, etc., and 37,735 letters contained photographs, two-thirds of which were returned to their owners. About five-sixths of the amount of drafts, cash, stamps, etc., was also returned; but after all had been done in this respect that could be, there was still enough left to make quite an addition to the profit column of Uncle Sam's ledger.

BUSINESS ON THE ATLANTIC.

It is declared that there is a brighter outlook for transatlantic shipping interests; or rather, that the dark cloud of the prospect which set in a few weeks ago is increasing in brightness. This is a very gratifying statement, especially when it comes as a result of manipulation so little can be no mistake made regarding it; for it is also no secret, as we are further advised, that during the past three or four years shipping has been more depressed in a general way than at any other period in the history of the country. Steamer owners in ship owners are about to have sunshine with direct lines, and the hope is expressed that the era of prosperity is coming to an end, for it is gratifying to note that during the past ninety days, especially in our grain, general cargo and deal and timber trades, and also in the Baltic, Black Sea and Azov trades, there has been a very satisfactory advance in rates, and very commendable activity has been evident into respective.

In this connection a recently published review of British shipping interests makes many points of interest. It states that at the commencement of the year 1893 no less than [illegible] tons of British steam tonnage was laid up at British home ports, in addition to a large number of sailing vessels lying idle on the west coast of America and in India. This tonnage, says the report, is now practically all at work. This is no less satisfactory to the owners of goods than it is to the shippers who employ them the vessels. Trade between Australia and Europe has been seriously affected by the financial upheavals of the colony, and shipping between that portion of the Pacific and England has naturally suffered.

It is a fact that the militant marine has engrossed the attention of the principal powers at the expense of the merchant marine. This disposition having measurably if not altogether subsided, and building up rather than tearing down being the order of the best there is no reason why the coming season should not be one of the brightest on the great highways of nations that we have ever known.

(Continued from page 1.)

FORGETFULNESS OF MAN.

There is quite a tendency in man and communities to be fitful and spasmodic in action and in the pursuit of an end. Today some spirit, or call, or duty, is uppermost in our minds "it is the one thing!" tomorrow this seal ends off, the thought is supplanted by something else, valuable or otherwise as the impulse of the time may determine. There may be no harm in the new thing; the weakness consists in discarding the old, in forgetting it, irrespective of its necessity or value. So, many a lesson has been lost, many a project been abandoned, and many a principle sacrificed. Inspirational ideas in this community have been numerous, clear cut, sent through, and seemed at vast advantage by the giver. They have fallen upon and tickled the ears of many to the beginning; duty has urged acceptance and active effort has been made, but there was a lack of heart and soul, the flame kindled was "smoked" it flickered awhile and died, there was no sublime faith, no warm love, no determined persistency; mechanical in the beginning, useless in the pursuit, then unregretable failure and forgetfulness in the end.

There are many pages of Mormon history filled with the Alpha and Omega of promise and enterprise. Machinery enough has been created to manipulate all our interests, financial and industrial; organization has succeeded organization, our lumber rooms contain those that covered applicances for far too many a known or seeming want.

Because of this some have concluded that nothing could succeed, save that which was largely compulsory, like the exodus from Nauvoo and the settlement of Utah to which we came willingly, as President G. A. Smith used to say "because we were obliged." So in the early days, the wool carts, the spinning wheel and the loom were home indispensables because we needed to be clad; agriculture was obligatory as starvation stared the majority in the face, and hides were tanned and shoes made, failing in which many would have gone without. Z. C. M. I. would have been unrevated until now and not the people been placed between the upper and nether millstone, whose desires made a price for the farmer's produce and a price for their own merchandise as well. The great factories round about are idle in part, because cloth and clothing is imported, while every grist mill gets its share of trade patronage, because public necessity is in harmony with competitive possibility.

There are urgent reasons for the advocacy of community independence so far as this is possible. The climate, the habits of the people, their religious thought are all favorable to increased population. Save in times of epidemic the death rate among children is very low. The fact that so many are enrolled in our Sabbath and secular schools insists upon enlarged industrial opportunity. The fact that we have an increasing number of marriageable, but unmarried young men and women, demands the creation of increased or new avenues for remunerative labor. Three hundred missionaries in the field gathering land according to the commandment, are asking in voice of right and justice that some provision be made for the proper establishment and sustenance of their interests. Common honesty is supplanting for our best thought that "Zion may arise and shine," and that there may be "no poor to all her borders."

Much is said at times in regard to the support of the poor in this and other cities, but a few ask whether our charity is well managed, or whether it is not all will where it might and should be a blessing. It is believed that there are more than a few who if transplanted into settlements which never receive an emigrant would be wealth producers instead of dependents upon the liberality of those whose removal from the conditions of these helped to supply with to create energy and a desire to surpassing the homelessness of best would be far better off in the country with a piece of land, a few cattle and a cow, instead of battling or dealing with the elements. There is a question of time, but for the temporary there is no self-aided or other consumption.

We have not always "made haste slowly." The flow of improvement has been force at times, but even exhausted. We have run as the hare, when the speed of the tortoise would have won the race. The example of the man who ran a mile so as to get a good start in jumping a wall is not an uncommon experience; the wall has been reached, but so weary was the jumper that he had to lay down awhile and rest.

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Salt Lake City, Sept. 10, 1893.

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