DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

Tuesday, - - January 2, 1894.

THE DESERET EVENING NEWS is published daily, except Sundays, at 10 o'clock forenoon, at 74 East Temple street, Salt Lake City.

THE DESERET NEWS is published every Wednesday morning.

THE DESERET WEEKLY is issued every Thursday and Friday of each week.

THE DESERET WEEKLY is issued every Saturday morning.

TERMS OF SUBSCRIPTION.

DAILY EDITION.

Per Month	$0.50
Daily Edition	5.00
Daily Edition, Six Months	2.50
Daily Edition, Three Months	1.25
Daily Edition, One Month	50
Sent by Mail or Express	
Daily Edition, Three Months	1.25
Daily Edition, One Month	50
Semi-Weekly Edition, Per Year	3.00
Semi-Weekly Edition, Six Months	1.50
Semi-Weekly Edition, Three Months	75
Semi-Weekly Edition, One Month	25
Weekly Edition, Per Year	1.50
Weekly Edition, Six Months	75
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A NOVEL AND HELPFUL VIEW.

An old Temperance Commissioner, who for at least twenty years in this town has been making and noting the various ups and downs of commercial activity without bearing accounting of their symptoms and results, declared the other day his positive conviction that the remaining months of winter this year were going to be better for the merchants than the corresponding months for many seasons past. Pushed for an explanation of his extraordinary daring and Utopian notion, he made an argument that is well worth listening to, if only for the sake of the novelty.

"The reason the eight or ten weeks following New Years have always been so dull," said he, "is because people have been in the habit of laying up largely, if not extravagantly, prior to and during the Holidays. They have laid in white larders full of groceries and provisions, and crammed their chests with dry goods and clothing. If they have not always had the money to pay for these things, they have had unlimited credit. Almost any merchant would trust to any reasonable amount almost any of his regular customers. The latter have felt no restraint, therefore, in purchasing about Christmas time all the supplies, either of presents or household necessaries, that they were likely to want; the goods at such a time being usually of excellent quality, seasonable, and at fairly cheap prices. If the dealers accordingly didn't sell much during January, February and early March, they at least continued the acquaintance of their patrons by their attempts to collect their bills.

"Now, this year it is different. Hardly any merchant can afford to give credit to any of his customers, and the latter do not ask it. Money has been so hard for him to get so far them, and he needs it just as badly, and must have it. What is the result? Why, people have bought only what they could pay for, and yet they have bought handsomely, all things considered. For they only purchased what they immediately needed. Such articles as shoes will have to be replenished as they crumble and disappear, and again the summer will only buy what he can pay for. Our trade, instead of being all concentrated into one week, or two, or three, will in this manner be distributed over the whole season—will be even and regular; perhaps not as heavy an average as in times of great prosperity, but still reliable enough to enable us to get along very nicely. As to whether it is better for a merchant to sell a fifty dollar bill of goods all at once and wait three months or more for his customer's money, or to sell a five dollar bill of goods to that same customer every week and get paid down, I don't think I need waste your time in arguing."

To one who knows no more about the practical affairs of business than the usual newspaper editor is supposed to know, the foregoing logic appears pretty plain, sensible and straightforward. We shall see whether events prove our friend's prognostications to be correct.

A YOUNG PLANT BUT STURDY.

There may be movements in the development of human affairs that have gone forward with greater rapidity than the cases of women suffrage, but there are few that have been pursued with greater persistence or prosecuted with more zeal and devotion. Its champions have encountered no calamitous set-backs to mar its progress, no unreasonable opposition, and they have had to go about all the time with their crown and laurels in hand, and only to give both up to meet the points established by the enemy, but to defend against indefatigable attack the ground upon already wrested by themselves. So far they have done remarkably and wonderfully; they have been satisfied with gains that were considered to other eyes would have seemed insignificant, and it at the close of hard-fought campaigns they were able to see that principle triumphant and their support advanced if even in little, they have considered their tireless vigilance and their undaunted courage amply repaid.

But their progress has not been altogether clear, or has gone the equal stillness like her sisters in other states. A page before us gives some startling figures as to the present status of the case and makes very interesting comparisons as to the num of land and the number of people who are enjoying what it has made to be future gains. It is shown that women now have the full suffrage—or with the qualifications—in

Wyoming	[illegible]	[illegible]
Utah	[illegible]	[illegible]
Idaho	[illegible]	[illegible]
New Zealand	[illegible]	[illegible]
Colorado	[illegible]	[illegible]
South Australia	[illegible]	[illegible]
Victoria	[illegible]	[illegible]
Queensland	[illegible]	[illegible]
Western Australia	[illegible]	[illegible]
Tasmania	[illegible]	[illegible]
New South Wales	[illegible]	[illegible]
Finland	[illegible]	[illegible]
Norway	[illegible]	[illegible]
Total	[illegible]	[illegible]

This much is to statistics. As to comparisons it shows that the women have full suffrage in an area larger than New York, Massachusetts, Maine, New Hampshire, Vermont, Connecticut, Rhode Island, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia and Florida combined; larger than all the states on the Atlantic; larger than all the states on the Pacific; larger than all the territories—Arizona, New Mexico, Utah, Oklahoma, and District of Columbia; larger than England, Scotland, Ireland, Wales, Belgium, Holland, Denmark, Switzerland, Greece, Turkey, Portugal, Bulgaria and Montenegro combined; larger than all Scandinavia; larger than France and Prussia combined. Also that they have full suffrage among more people than either Arkansas, California, Louisiana, Maryland, Nebraska, or South Carolina; more people than New Hampshire, Vermont, Oregon and Delaware combined; more people than all Alaska, Arizona, British Columbia, District of Columbia, Idaho, Indian Territory, Montana, Nevada, New Mexico, Oklahoma, and Utah united.

These impressive figures apply only to those lands where women enjoy full suffrage. The regions where she has the partial suffrage (England, Scotland, Wales, Ireland, Canada, Sweden, Kansas, Australia, etc.) are many, and embrace in area and population. As still more emphatically showing the progress of the great cause, detailed statistics of these latter would be interesting if space permitted their reproduction here. Enough has probably been given, however, to show that the little seam of a few years ago has taken firm root in kindly soil, has slowly made straight, strong and sturdy growth, and is calling its welcome shade ever and upon responsive motions in all parts of the earth.

THE SHIP CANAL.

The formal opening of the Manchester ship canal took place yesterday, with imposing ceremonies. The new waterway was virtually opened on December 7, so on that date vessels began making regular trips. But the formal opening exercises were deferred till the beginning of the new year. The canal is 35 miles in length, from Eastham, the head of navigation for deep water vessels on the Mersey, to Old Trafford, on the river Irwell, in Manchester. At the Trafford end the docks have an area of 114 acres, and the quay frontage, which couples both sides of the Irwell within the city, is five and a quarter miles long. The inland slipway in Manchester are the largest and most difficult and important works of the kind ever executed.

The corporation and people of Manchester have accomplished a vast undertaking in completing the canal and opening it for traffic. They hope that by its aid their city will become one of the most important seaports in Great Britain, rivaling even Liverpool. The canal was first started as a private enterprise, backed by the leading men of the city, on whose representation many shares were subscribed for by working people. When the work had been prosecuted to a considerable extent it was found that the engineers had greatly underestimated the cost. The contractors failed to come to the agreement because the expense of the work was so much above what they had counted on, and at one time it looked as though the whole scheme would fall because of lack of funds to go on.

It was at this juncture that the corporation of Manchester took hold. There were two great reasons for this action on the part of the municipality. One was a desire to effect the original purpose of the project and make the city a seaport. Another, and one that has great social influence on these matters in the administration of affairs, was the fact that so many people of the middle classes had become shareholders that the failure of the scheme would have broken such—some to public affairs and interests much of the town, and the road would have been disastrous publicity as well as financially. So the city took the matter on and is now practically the owner of the canal.

The cost of the enterprise has been, in round numbers, $50,000,000, either—a pretty good load to be slung on a city's back in one department. From the Mersey the canal has entered in the main the bed of the Irwell. The cost of the excavation has been enormous, because of unexpected obstacles in the soil, causing many to give way, etc. An immense amount of rock has been quarried out in the process. Now that the work has been completed and the people have satisfied with gains that were small rise to other eyes would have seemed insignificant, and it at the close of hard-fought campaign they were able to see that principle triumphant and their support advanced if even in little, they have considered their tireless vigilance and their undaunted courage amply repaid.

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