

what some of our northern friends needed a short time ago: a warning against being insanely carried away by prospective benefits that may never materialize, and against being recklessly generous of substantial pledges when they get nothing but glittering promises in return. Anybody can build a railroad on paper. That is the preliminary step, also, of all real railroads. But there is no need to deed away lands heedlessly for right of way, to give city blocks here and there for depot grounds, and to tie up other and valuable kinds of property and pledges in pawn upon a mere promise that in time the compensating benefits will be returned. A community thus hampered to an unreal project occasionally cuts itself off from negotiation with another project much more tangible and much more worthy of confidence. The leading men in southern Utah are quite able to take care of the business interests of their patient and deserving section. The News only urges them to prevent their people taking any leap in the dark, or getting prematurely into any entangling alliance that would debar them from considering other and perhaps more acceptable propositions that the near future may offer.

THE "NEWS" POSITION.

[The following editorial, written for the DESERET EVENING NEWS for January 3rd, the day before the special Legislative election in Salt Lake City, explains a matter that may have interest for readers of the Semi-Weekly and Weekly issues of this paper. It will perhaps also be accepted in lieu of a personal letter to some esteemed correspondents who have written us on the subject.—Editor DESERET NEWS.]

We assume that those who advertise their business, their wares, and their expectations, in the columns of the DESERET EVENING NEWS anticipate that the outlay will do them some good. It does, too; for the NEWS is widely read and by the best people, and in its treatment of actual events it is truthful and unprejudiced. Hence we can afford to ask, and business men can afford to pay, a pretty tidy price for such space as we have to spare in each issue for advertising purposes and announcements.

But the News does not write, does not edit, and does not accept responsibility for the statements its advertisers choose to make. Where we are convinced that these statements are downright falsehoods, or that they are clearly intended to deceive, we reject the ad., or if it has been published without a full understanding, we lose no time in not only striking it out but also in warning the community against its snares. Of course we want legitimate advertising and as much of it as we can get and at the best rates; but we do not want one line, at any time, or at

any price, that involves a loss of principle. If we cannot do an honest business, we'll quit.

Now, we reassert that the NEWS, the official organ of the Church of Jesus Christ of Latter-day Saints, is not a political paper, is unpledged to either party, is independent of them all. It has friends in every party, and thinks there are excellent and worthy principles to be found enunciated in the platforms of each. We have published, as advertisements a good deal of matter recently from both the principal parties in this city. The Democrats have had certain paid space in which to ventilate their views, make their promises and formulate their plea. The Republicans have had certain paid space to do the same thing. On some days, one party slipped a cog and didn't get here in time to secure what they wanted; on other days the other party was likewise tardy or neglectful. Today we have them both; nay, more—we have also the ticket and some advertisements of the third, or Populist party; and in a spirit of the utmost friendship and fairness, we invite the reader to peruse all of them, if he feels like it; if not that, then as much as he can stand; and then tomorrow to go and vote for the man and the principles of his choice; the NEWS doesn't care a straw whether his ballot shall be cast for Hall or Varian or McKenzie, or whether, if he is sick of politics, he keeps out of the turbid stream entirely.

To those who have tried to argue that the publication of these advertisements indicated the political bias of this paper, we shall briefly reply that the same logic would make us a Jewish organ, because every day we publish the advertisements of Jewish merchants (good men, too, we believe), or a Chinese organ, because we advertise a Chinese store or two, or a liquor-dealers', or showmen's, or doctors', or bankers', or restaurateurs' organ because we occasionally print the business announcements of those classes of people. Any attempt that may have been made to put us in a false position in this matter of politics we condemn; and any hint from either side that we have leaned toward or against it, we unqualifiedly deny. We may have felt to criticize some of the advertising tricks employed, but we also felt if the advertiser could stand it we could endure though we might not approve it. The contradictions of rivals in politics, as in trade, will bear examination; and none of them must think to use this paper to impose on its own readers. Each one of the latter has a warmer place in our regard than any advertis-

er's money can buy. And when we have any advice for the reader, or desire him to be made acquainted with any matter of news as such, we shall present it to him in columns which no advertiser can enter and with a responsibility which no partisan shall be permitted to assume.

In conclusion: The News thinks every legal voter owes it to himself, his family and his country that he deposit an intelligent ballot at every election, and we trust that tomorrow's result will show that this great privilege of citizenship has been fully exercised. As to which candidate ought to be elected, we have not one word to say. Three candidates are already afield: Vote for the one who in himself and in his principles you like best!

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, as 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 occupies both sides of the Irwell within the city, is five and a quarter miles long. The locks and sluices 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 up 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 fail 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 had great moral influence on those engaged 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 confi-