

who will be required to carry the Gospel to the nations of the earth, and of young women whose positions in life also require that they should understand the Gospel. Allowing that the testimony of the Holy Spirit accompanies the preaching of the Gospel by our Elders, it is none the less important and necessary that they should be prepared to prove their assertions by facts of history. The Catholic belief is that the Savior's Apostles anciently preached the Gospel in several countries and that it has continued upon the earth to the present day—that the Apostles have been succeeded in office by others in an unbroken line of descent. If their position could be maintained successfully by competent proof Mormonism would not be worthy of consideration. This claim of the Catholic church is one which we have to meet. It is not sufficient to merely refute it, but proof must be furnished to show that it is incorrect—evidences must be given that the government of the church established by the Savior was corrupted—changed from one of common consent to one of tyranny and confusion. It must be shown from history how the ordinances of the Gospel were changed and misapplied, and innovations were made upon the true doctrines and practices of the primitive Saints.

The Protestants, too, claim that the Gospel was preached by the Apostles of old, but that it was corrupted and changed, and that for more than eight hundred years both clergy and laity were in the darkest idolatry, yet the light of the Gospel was not entirely extinguished—that the reformers, so-called, fanned the flickering flame into full blaze. To meet this assertion our Elders must be able to show that the reformation did not restore the Gospel in its ancient purity—that it was more of a revolution than a reformation, and that the work done by the reformers was only preparatory to the ushering in of the fullness of the true Gospel, inasmuch as it broke the shackles that bound men's souls, and allowed them freedom to think for themselves.

The speaker said he would like to see our missionaries go out into the world prepared to set forth our doctrines and claims in such a way that they could not be misunderstood or considered in any way similar to other creeds. We have the truth and should be fearless in presenting it, knowing we are capable of sustaining our statements by proof as well as testimony.

THAT TRAFFIC COMBINE.

The big traffic combine recently entered into by the Santa Fe and Southern Pacific continues to be an interesting topic of conversation in local and other railway circles. Commenting upon the matter the *Denver Republican* of the 14th inst., says: President Jeffery of the Denver & Rio Grande stated that he would not like to make any statement as to its probable effort without knowing more about the agreement reached between the two companies.

General Manager Dodge of the Rio Grande Western thought that if the agreement held, it might result in diverting a portion of the traffic through Colorado.

At the Midland & Santa Fe offices the officials were reticent upon the subject, but at the other offices the combine was openly discussed and the conclusion of railway men best able to judge is that the Union Pacific, the Burlington, the Rock Island and the Missouri Pacific are completely shut out from coast traffic.

Some doubt was expressed as to whether the agreement would hold. It was thought that the cause of the agreement might be removed by the Missouri river lines acceding to the demands made by the Southern Pacific, that they take a less per cent. of the tariff, but there are some doubts as to this.

It is believed that the combine was engineered by President Kibbehart of the Santa Fe and Fourth Vice President Stubbs of the Southern Pacific.

"This is the only shrewd move which the Santa Fe has ever made and it is the work of the new president," said one railroad man.

Another of the general agents declared that the Southern Pacific never entered into an agreement unless it got the best of it, and in addition to taking the larger share of the receipts of the combine, it probably had the Santa Fe bound by an iron-clad agreement which would keep that road out of San Francisco for many years.

There is a feature in the combine which may tend to draw the Denver & Rio Grande into competition of the Rio Grande Western. If all Southern Pacific freight over the rails of the old Central Pacific is booked to and from Ogden by way of the Rio Grande Western and the Midland, opposition to the Midland may force an extension of the Denver & Rio Grande westward from Grand Junction.

One thing seems certain. If the agreement is not modified there will ensue a mad rush for the coast. The Union Pacific might feel called upon to extend its road from Milford, Utah, via Ploche, across Southern Nevada to the Sierras and beyond to Los Angeles or San Francisco, while the Burlington would probably hasten its construction westward through Wyoming and Idaho.

It is stated that work on the Missouri Pacific, which has been contemplating building west from Pueblo in a leisurely sort of a way, will begin at once. It was reported yesterday that ex-State Treasurer Carlisle had the contract for the first hundred miles of track and had gone east to perfect arrangements. One railway official declared that the Missouri Pacific would be in San Francisco within two years.

THE WORLD'S FAIR.

Verily "things are changed" as far as getting over the ground lively by rail is concerned—fifty and a half hours from Salt Lake to Chicago is good traveling. From Ogden to North Platte 740 miles in 26 hours is quick work. Think of the time when it took seven or eight weeks by ox team, four or five by mule teams and two and a half days by pony express. We can trace the gradual evolution of time saved by improved locomotion, and if you are able to visit the white city on the shores of the great inland sea of North America, of which Russell wrote forty years ago:

Where the lakes are, like oceans in storm or in rest, away

Far away, far away, in the land of the west, you had better take the cars, rather than try—any other method.

American tourists who have been spending their millions in Europe annually will be likely to stay at home this year and welcome the crowds who will visit America, that will turn the golden current our way. Globe-trotters will find a world of wonders in the beautiful park near Chicago. This last effort in the way of a fair eclipses all previous ones from the initial exhibition in Hyde Park, London, 1851 down to this year of grace, 1893. Everything is on a scale of unsurpassed grandeur. I must confess that the laying out of the grounds, and the adaptation of the immense buildings to the location and the picturesqueness of the whole combination are as much objects of admiration as the exhibits themselves. Nothing could be more satisfactory.

It is not my purpose to try and tell the readers of the NEWS much about the general character of this mammoth display, for just at present it is far from being ready for the grand opening and very few objects are on display. I question if it will be ready for visitors to thoroughly enjoy before the 15th of May. The season is very backward and cold, and there are yet hundreds of car loads to arrive and be put into position before May 1st.

By a recent order of the director general the time for the reception of articles for display is extended until April 30th. There are three individuals from Utah making separate exhibitions outside of the Utah buildings. Utah will be best seen in the neat building on the most popular street devoted to state buildings. As yet there is nothing opened out, the whole display not having arrived there.

Of course I made straight for the Beehive, representing the state arms of Utah, and was welcomed by Messrs. McDaniels and Maguire and their able lady assistants, the Misses Clowes and Weiler. It will be a nice place for Utah visitors to go to, where they will find friends and a pleasant welcome and learn anything they want to know about the Fair and outside accommodations in the way of finding shelter.

The state and territorial buildings are a great attraction in themselves—it will take a long time to look them over. Some of them are very fine and original in conception, as well as unique in design. The particular objects for which they are each of them famous will be displayed with lavish indifference as to cost. Idaho is represented with an elegant log house. The Montana building is surmounted by an immense black-tail deer. Virginia by a fac simile of Mt. Vernon, the home of Washington; Pennsylvania by her old state building; Florida gives us an idea of the first old fort built there; the state of Washington, her great timber resources; California has adopted the old missions as a basis for architectural effect; and so on through the whole combination, each one is full of interest and complete in itself.

No branch of the arts or manufactures will be left out. Curios of the greatest value will be brought from every clime—ethnological specimens from the five great divisions of our globe. The Esquimaux, Javanese,