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Wednesday.....May 1, 1867.

## OUR MAILS, AND MAIL MATTERS.

The present and past irregularities in the arrival of our mails, from various parts, requires a little consideration, that the public, when evincing a disposition to grumble somewhat, may understand the direction in which to aim their grumbling; and that, perhaps, some existing causes may be removed.

It is a fact well known, that our mails arrive with consistent irregularity; and it is also another, that they sometimes arrive in so delapidated a condition that the matter carried is of but little use to anybody. Sacks of mail matter have arrived in this city from the east, during the past six months, that were so saturated with water, and, in at least one instance, so frozen together, that say one half of the contents never could reach the persons to whom they were sent, addresses and communications being equally illegible. Papers and letters were in the same condition,—a mass of semi-pulp, and where exposed to sufficient cold, a frozen mass, requiring thawing out before the legible could be separated from the illegible.

Now, there is blame to be attached in some quarter where such things occur. Those who have the carrying of the mails naturally seek to exonerate themselves, and say the sacks are insufficient, not being water proof, which they undoubtedly ought to be considering the long distance over which they have to be carried, the turbulent streams that have to be crossed, and the liabilities which exist of the matter being exposed to the elements, in its transit. The letter mail, at the very least, should be so protected; and all should be securely fastened, not insecurely tied with a string by the unloosening of which letters and papers are not unfrequently, we have been informed, scattered along the road and left to the pursuit of the first wandering Sioux with a turn for literature, or some stray coyote to sniff over. In this respect we think the Department would advantageously consult the interests of the rapidly growing west, by forwarding letter mail in sacks that would bear being hauled a hundred or two miles through snow, and a tumble or two into a river, without destroying the contents. And all sacks should be securely fastened with brass locks; thereby avoiding the chance of part of the contents being irredeemably lost.

Those who understand travel through these mountains know it is no lady's life in winter time; and that men as well as mail matter are liable to sudden and severe wettings, often with their lives in serious peril. There are many deeds of daring related of the men who make the arduous journey at inclement seasons, and we would be sorry to detract from any credit which they earn at such risk and peril. But we cannot see why the mails should be so exposed as they evidently have been. A tumble into a rushing stream may call forth an effort of daring on the part of the

driver to save the mail; but the protection and security provided for and afforded to passengers ought to be given to the mails, inasmuch as the contract demands that the mails should be carried with "safety," as well as "celerity," while it makes no provisions for the carrying of passengers, that being simply a private matter between the Company and the traveling public. We seldom hear of passengers being carried down stream, and there is no doubt but if one were brought to this city as badly wet and as hardly frozen as some mail sacks we have seen, he would be ready for burial, for alive he could not be. We have no wish to hear of passengers being exposed, but we wish to hear of the mails being protected as well.

There is still another matter with which the public have reason not to be satisfied, and for which the contractors are responsible. The mails are not forwarded as they should be. There is now a very large quantity of mail matter due at the post office in this city from the east, which should have arrived at different dates from the early part of March up to the present time. It may be said that this is not a very opportune moment for referring to these things, as the present condition of the roads renders travel all but impossible in places; but now is the very time to call attention to them, that when coaches can pass and repass, the bringing on of this mail matter may be the first consideration, instead of carrying passengers. Public interest should be at all times and in all places paramount, and private interest should in every instance give way to it. The public interest demands that not a single passenger should be carried on a mail coach while a pound of mail matter remains behind.

It may be said that travelers are part of the public, and that the public derive benefit from their traveling, in a variety of ways. Even granting all this, general interests must take precedence of those which are of a more private and special nature. The gentlemanly representatives of Wells, Fargo & Co., in this City, when called upon for an explanation why passengers were carried and mails left behind, courteously offered for our inspection the book containing their instructions to employees on the road, which were most positive that mails should be carried in preference to everything else. But while this simply proved that such were the instructions given, and that there was need for such instructions because passengers, provisions, and other things were carried, sometimes, perhaps, only from one station to another, the fact still remains that mails are left behind and passengers are brought on. There has been but one instance for some length of time, so far as we can learn, when passengers were brought into this City from the east, and no mail came. Perhaps a reason could be given why the mails did not come and the passengers did. But our position is plain and easily understood. If mails and passengers cannot both be carried, the mails should in every instance and under all circumstances be brought; and if the contractors desire to meet the wants of the traveling public as well, let them put on another line of passenger coaches.

While on the subject of postal matters, it may not be amiss to say that there is room for improvement in the management of our Territorial mails and post offices. The loose way in which business is done in some of the latter, as reported, calls for a strict enforcement of the postal regulations, while contractors in every case should be made to under-

stand that the mails should be carried within at least double the schedule time.

We are not particularly finding fault with the present detention of the eastern mails, caused by bad roads; nor the fact that the western mail has for some time been about two days over schedule time each trip to this city; for traveling is necessarily difficult at this season. But in the name of the public we ask that mails be carried in preference to passengers.

## MORE WAR CLOUDS.

That the war spirit is gaining complete ascendancy over the human family is every day becoming more apparent; and would seem to strengthen the opinion of certain philosophers, that a state of war is the normal condition of mankind. The barbarous, civilized and enlightened tribes and nations of the earth, are all alike under its influence. The Indians continue their attacks on the whites, and indications are that there will be considerable fighting with them before long, or travel from the east will be extremely hazardous and measurably suspended. Matters in the eastern States do not show a very speedy return to that condition of fraternal feeling, union and prosperity which is so desirable. In Asia, America, Africa and Oceania it is war, bloodshed, disaster, destruction of life and property, and all the horrible concomitants of such a miserable condition of society.

In Europe, which after 1815 enjoyed nearly forty years of comparative peace and quiet, every few months for the past thirteen or fourteen years questions have been arising which have placed the powers of that continent in a war-like attitude, and have induced several fierce struggles. To save Turkey the Western powers combined against Russia, and the deadly Crimean campaign followed. Victor Emanuel aimed at an extension of his dominions; Garibaldi aimed at driving the Bourbons from Sicily; the irruption of the latter grew to a revolution, and King Bomba fled; the revolution became a war, in which Piedmont aided Garibaldi, and France aided Victor Emanuel; and the result was the defeat of Austria who assisted the Neapolitan King, with the formation and recognition of the kingdom of Italy. Another scene, and Austria and Prussia combine, level their united powers against the little kingdom of Denmark, take from it the Duchies of Schleswig and Holstein, and after a short war peace is again proclaimed. But a brief period elapses until these two great powers quarrel over their spoils, diplomacy fails and war ensues. A short but terribly decisive campaign adds much to the greatness, population, power and influence of Prussia, while Austria is a loser to a proportionate extent.

Now, again, war in Europe is said to be imminent. This time the alleged cause is the trifling little duchy of Luxemburg, declaredly about to be annexed to France. Prussia, proud of her newly gained strength and influence, and confident of her late victories over Austria, claims an absolute superiority in German affairs. She objects to the annexation of Luxemburg to France, and threatens war. France is not likely to brook the dictatorial tone in which Prussia has recently expressed herself; and so war seems inevitable, though it is believed that the Paris Exhibition may have an influence in its being postponed for some time.

The duchy of Luxemburg, which France desires to gain from Holland and annex to the empire, formed the elev-

enth State of the German Confederation. It is bounded north and east by Rhenish Prussia, south by France and west by Belgium. It is fifty-five miles long, thirty-four wide, and has a population of about 170,000. In 1659 part of it was ceded to France and took the name of French Luxemburg. In 1714 it all merged into Austria, where it remained until incorporated in the French empire under the first Napoleon. In 1814 it was converted into a grand duchy and given to the King of Holland. In 1830, in consequence of the revolution in Holland and Belgium, part of it became a province of the latter, and the remainder continued with the Dutch, forming the present grand duchy. Thus France has a kind of traditional claim in its possession; and, as the present Napoleon is anxious to restore the boundaries of the first empire, he may fight for the possession of territory which he is also willing to pay for.

What the result of such a war will be it is difficult even to speculate on. Prussia is elated because of her recent success. Her power has increased so suddenly that there is little doubt but France is jealous of its growth. War between them may bring about other complications, and involve other nations in the conflict. Contests between France and Germany have been frequent, have nearly always resulted in discomfiture to the latter, and almost invariably other powers have been drawn in the contest. Yet, there are strong probabilities that Germany, united as all its forces now seem to be, will overmatch France, if the war is decided between themselves.

One thing is very evident, that the horror of war which pervaded nearly all people of all the nations of Europe in the early part of this century has comparatively died away, and they are becoming reckless of results, quick to enter on scenes of bloodshed, and eager to test their strength as powers. Where wars can have their origin in such trivial causes as seem now to provoke them in Europe, it simply proves that the desire for peace does not prevail, but that any pretext is deemed sufficient to justify those who have the power, in plunging nations into misery to gratify the spirit which animates them.

## HOME ITEMS.

SABBATH MEETINGS.—Elder O. Ursenbach spoke for a short time, expressing his feelings, and his faith in the work of the Lord, and his desires to do good and aid in spreading the principles of truth.

Elder A. Hill bore testimony to his knowledge of the truth.

Elder Heber J. Richards urged upon the young the importance of understanding the principles of truth, and pointed out the many advantages which young Elders have, who are going on missions, for acquiring knowledge and contrasting the state of the world with that of the Saints.

Pres. Heber C. Kimball followed, instructing the Saints on various principles of the gospel, pointing out the great blessings which we enjoy, the necessity of our being humble to better appreciate them, and the importance of our seeking with constant prayerfulness to be endowed with the Spirit of God.

## AFTERNOON.

Elder Jeter Clinton exhorted the Saints to a faithful discharge of their every day duties, both of a temporal and spiritual character.

Bishop John Sharp followed in a few appropriate remarks, bearing testimony to the truth and to the blessings which are obtained through faithfulness.

Elder Joseph W. Young contrasted the condition of the Saints to-day with what it was when they were being driven for the truth's sake, recalling instances of suffering and privation which had come under his own observation, though he was but a child at the time when some of them occurred. He showed how the past should inspire us with confidence in the future, as the same Divine Hand which had led the Saints through the persecutions which they have undergone, will continue to protect them if they are faithful; and will pour out His wrath upon the wicked in His own due time.

Pres. H. C. Kimball endorsed the remarks of Elder Young, and touched in a brief but pointed manner upon the persecutions which he and his brethren had endured. The Saints were exhorted to be humble and faithful, that the power of God might continually be with them.