

not possessed of any more information regarding the powers of a resurrected being than of those of a spirit. Hence his position in attempting to define a difference between them is as untenable to reasoning minds as it is in the effort to build the theory of a non-physical resurrection upon facts that prove the contrary.

### CO-OPERATIVE RAILWAY SCHEME.

The railway between Salt Lake City and southern California is a live issue in the latter section of country, however little public attention it may attract in these parts just now. The frequent meetings on the subject in southern California show this. The gathering at San Diego on Saturday night was not one of the least important among these as indicating the desire which exists for direct railway communication with this city, and the confidence with which the project is looked upon, as a business proposition, by a large number of the people most directly interested.

The particular object of the mass meeting at the Fisher opera house Saturday evening was to further the plans of the San Diego, Pacific and Eastern railway company, which anticipates extending its line through the fruit region and the coal and iron districts of southern Utah, to this city. Among the speakers on this occasion was Eli H. Murray, one of Utah's ex-governors. The plan outlined by Geo. G. Vroman, president of the road, was the most important topic of discussion. Mr. Vroman is an influential man among railway employees, and is well acquainted with this section of country. At the meeting he had read letters from railway brotherhoods in various parts of the country, pledging financial support. His idea is to enlist the railway men into a co-operation to build, own and control the line. The audience showed its sympathy with the proposition by subscribing \$2,000 for placing the subject fairly before the railway workers of the country. At the same time the matter is to be brought to the direct attention of the business men of Salt Lake, while Mr. Vroman makes a trip east to work with railway brotherhoods and unions on behalf of the enterprise.

The construction of a railway between Salt Lake City and either San Diego or Los Angeles is a vast undertaking, yet as a business venture it offers the prospect of proving profitable under good management. It would be a stupendous work for railway employees; yet there does not appear any good reason why the proposed scheme should not be eminently successful. The feasibility of co-operation by mechanics and other laborers has been proved in Utah over and over again, in enterprises equally as vast in proportion to the number and wealth of their possible supporters as this is. In different parts of the world shoemakers have established co-operative shoe factories, tailors have inaugurated successful co-operative clothing houses, and other workmen have made profitable launches in co-operation in various directions. Why should not practical railway men be able to combine and build and operate a railway upon the co-operative system? That there have

been failures in co-operation is no argument against it, since these failures are traceable to other causes than the main principle involved, which is a source of strength and success everywhere, if strictly adhered to. In this Territory some of the largest and best canals have been built on the general co-operative plan, whereby the stockholders became such by investing their labor, receiving during the time of their employment a small proportion in wages to enable them to live, while the rest of their earnings went to their credit as stockholders, and thereafter they received the benefit. In the same way many of the railway men now idle in the country could enter upon this scheme if they would do so, thus making the cash investments of others reach a point which otherwise they would fail to attain.

As to what support the co-operative railway project will secure remains to be seen. If Mr. Vroman can make it go among the railway men, there is little doubt that those in business circles will give such additional aid as may be required. This whole scheme depends on how far Mr. Vroman is able to cause those in railway construction or service, or who have had experience therein, to see eye to eye with him. In the meantime it would not be fair to conclude that the absence of any public hurrah in this city over the scheme for a western road means any lack of interest, or even suggests that vigorous efforts in behalf of a line from this city to the coast are not being made; for such conclusion would be at variance with the facts. The western road is being sought and worked for, but just how its construction will be accomplished is a matter for future development.

### GERMANY'S ACTION.

William of Germany has been trying very hard to impress his empire with the idea that the ruler's will should be the nation's law. This has been the great burden of his speeches on important occasions, until his expressions have been positively nauseating to the democratic ideas which prevail on this side of the ocean. The defeat in the Reichstag the past week of two bills which received the special and urgent endorsement of the kaiser is an evidence that Germany itself is no longer a believer in the divine right of kings to rule at will; and perhaps William may now move forward a step to be up with the nation's progress. The Teuton legislators no doubt are impressed with the fact, so often called to their attention by the emperor, that it was by grace of the divine Ruler that William II stood at the head of the German empire; they have shown by their action that they also realize that it is by the same grace that they are themselves a power in the German nation, and are under the sacred obligation of preserving the empire from the emperor's absolutism. Under ordinary circumstances the chancellor would have passed out of office, but as it was the emperor more than the ministry which was defeated, Prince Hohenlohe could consistently conform to the kaiser's request to remain in office.

Of the two bills rejected, the anti-

revolution bill was the more important. It gave to the monarch extraordinary powers in the case of any expression of opinion on the part of the people. If any person in the empire should criticize certain religious teachings, institutions or customs in a way which the emperor might regard as an insult, the offending party was made liable to three years' imprisonment. Any attack upon marriage, the family institution or property, or remarks which could be construed as such by the kaiser, brought similar punishment. Thus the free discussion of public and social questions in a way that might disagree with the emperor's views was made criminal. It was a peculiar and appalling system of slavery that William was seeking to enforce, and was repressive of that spirit of free inquiry of which the Germans have boasted for centuries.

Looking at the situation from this distance, it appears as if the German statesmen have done their ruler almost the greatest favor within their power to grant, by defeating his pet scheme. If they had adopted it, there is strong probability that in a very short time the ranks of those oppressed by the measure would have been so augmented that the anti-revolution law would have become the most powerful of pro-revolutionary forces, and the Germans would have arisen almost en masse for the overthrow of the ruling dynasty. The defeat of the two measures which the emperor had submitted to the Reichstag indicate the progress of democratic ideas in Germany; the failure of the anti-revolution bill is evidence that the German legislators were on the occasion more capable guardians of the Hohenzollern dynasty's interests than was the emperor himself.

### BEGUILING PITTSBURG.

Copies of the *Pittsburg Dispatch* have been received in this city, in which considerable space is given to particulars of a meeting in the First Presbyterian church of the Woman's Executive Committee of Home Missions. Among the speakers was Mrs. W. R. Campbell, of Mendon, Utah, and her remarks are given very fully. She makes many accusations against the Mormon people, of a character quite common to certain classes in the past, but which are not now generally accepted because the people of the nation have learned that they are notoriously false. The inspiration of this present attack may be understood, when our readers are reminded of the procedure of Rev. Mr. Campbell, the Presbyterian minister at Mendon, less than two years ago. At that time statements of a similar character to those now made by Mrs. Campbell were sent to and published in a journal in this city. This was in October, 1893. The News made a thorough investigation, furnishing conclusive evidence that Mr. Campbell was a consummate prevaricator, and that his allegations of Mormon outrages were wholly untrue. When it is remembered that Rev. Mr. Campbell declined the paper referred to, and sought refuge in affixing the signature of the simple-minded Lamont to a document the latter never wrote and