

DESERET NEWS: WEEKLY.

TRUTH AND LIBERTY.

WEDNESDAY, - SEPT. 3, 1873.

NON-ANNEXATION.

PERHAPS the American does not live who does not believe more or less in the political doctrine of "manifest destiny," and few there be, except possibly in the South, who do not anticipate the time when the United States, like Moses' serpent, will swallow up all the other serpents, that is, all the other governments of the North American continent—Canada, Mexico, West Indies, and may be those of Central America, so as to control the Isthmus.

There has been renewed talk of late of American designs at Washington upon the integrity of the Mexican territory, with hints that the policy of the second term is to be territorial aggression, and a good many people in the Union appear to believe that Canada, like an apple nearly ripe, is almost ready to drop into the lap of the United States.

To such the report of a correspondent of the New York Herald, writing from Port Dalhousie of the political bent of the Canuck mind, will be a revelation awakening them from their day dreams of early territorial expansion northward. The correspondent says he has arrived at the conviction that annexation to the United States is the last thing dreamed of by the sound thinking men of the Dominion. They say every reason of public policy demands that the Dominion remain as it is—its taxes are lower than those of the United States, it receives tribute by duties on imports from both Great Britain and the United States, its manufactures flourish, its local commerce, via the Welland canal, is almost a monopoly for the water transit to the seaboard, its financial condition and credit are good, its currency is based on specie with fifteen per cent premium on U. S. greenbacks; and that from other "high and prudent considerations the idea of annexation to the United States is and of right ought to be now and forever abandoned." From which it will be seen that however admirable we may appear nationally in our own eyes, our neighbors look at us from a different standpoint and through their own spectacles, and are not quite so overwhelmingly in love with us as we are with ourselves.

Neither are the "sound thinking men of the Dominion" any more anxious for "independence," which sometimes is mere a will-o'-the-wisp. This is the way those sound thinking Dominion people argue on that point—

What do we want independence for? Does not England provide us with a navy? So that if we get into trouble with any foreign Power there is the heaviest armament afloat to protect us. England lets us have our own Parliament, and only supplies us with a Governor General, which prevents us from getting into snarls and disputes among ourselves about selecting a head for the government. No people in the world are better off than we, the people, or the subjects if you will, of the Dominion of Canada. Hence, being satisfied with our condition, taking it from every point of view, all we ask is to be let alone by our cousins across the border.

Well, if the Canadians will not become a part of us, they must go their own way and we must do without them.

DENVER AND RIO GRANDE RAILWAY.

THE First Annual Report of the Board of Directors of the Denver and Rio Grande Railway to the Stockholders, April 1, 1873, published by J. B. Lippincott & Co., Philadelphia, is a pamphlet of 84 octavo pages, with two maps and a profile of line from Denver to Pueblo.

This railroad was projected in view of its continuance southward to Mexico, along a belt of country favorable to such a road and having especial advantages in location, climate, and natural resources.

The progress of the country on the line of this road is worthy of note. Immediately before the commencement of the road, the population of Denver was 4,800, now it is 15,000; Pueblo, the present

terminus of the main line, was 500, now it is 3,500; Colorado City, then 300, now more than double that; Trinidad has now 1,100, more than double what it had then; Littleton, Fountain, and other now important country towns, scarcely had an existence then; Colorado Springs has 1,500, first house built in August, 1871; South Pueblo started last November, now has over 400. These results date to the first of last April.

The gold and silver yield on the westward of the road has more than doubled, being now from four and a half to five millions yearly, and great advance has been made in the development of other resources, such as coal and iron.

The grading of the road was begun in March, 1871. The tracklaying was finished from Denver to Colorado Springs, 76 miles, October 27 of that year, and regularly opened for business Jan. 1, 1872. The grading was begun on the second division on the last named date, and the tracklaying completed to Pueblo, 118 miles from Denver, June 15, 1872. Thirty-eight miles of the Arkansas branch, from Pueblo to the coal mines of Fremont County, was done by Nov. 1, and most of the grading to Canyon City, nine miles further, before the end of the year.

The earning of the main line on an average distance of 100 miles for 1872 was \$274,421.73; expenses, \$170,354.33; net earnings, \$104,067.40. From various causes the proportion of expenses to earnings last year was considerably in excess of what is anticipated in the future. The amount of freight carried was 47,598 tons, or an average of 152 tons daily a distance of 61 miles. The number of paying passengers carried was 25,158, or about 80 daily a distance of 67 miles, exclusive of 292,000 miles of free passes.

In November and December 2717 tons of Canyon City commercial coal was carried, per the Arkansas branch, mostly to Denver, where it sold for \$9 per ton, in competition with nearer and inferior coal at \$5. One ton of the former coal carries a passenger train on the road over 160 miles. This coal bed covers between 33 and 40 square miles between Pueblo and Canyon City, with at least two seams each about four feet thick, and it is calculated that there are 84,000,000 tons of coal in one vein.

The road is in complete order. It owns 12 locomotives, 7 passenger cars, 4 baggage, mail, and express cars, 4 open excursion cars, 258 freight cars, 22 dump cars, 21 hand and push cars, 2 snow plows, and the trucks for 22 freight cars and 1 passenger car. Three additional locomotives and three additional freight cars were ordered for use this summer, for the division south of Pueblo.

At the company's shops near Denver 150 eight-wheeled freight cars, 2 baggage and mail cars, and 3 observation cars (with the exception of the trucks) were built in 1872.

The total amount of the funded debt of the company is \$3,020,500.00. The liabilities of the company are the interest on its bonds, this year being \$196,000 in gold. The estimated net earnings from the constructed length of main line this year is \$250,000.

The road is a three feet gauge, and the results have been entirely satisfactory. In the first cost of construction 37½ per cent. was saved over the expense of a track of 4 feet 8½ inches, while the trains have been run at the same rates of speed which have prevailed on the Pacific and other broad gauge roads west of the Missouri, and on special occasions have run with steadiness at 30 and 40 miles an hour. There has been no accident on the road. There has been no class of freight upon which the proportion of paying to non-paying weight has not been in favor of the narrow gauge as compared with the wide. Thirty-five hundredths more freight has been regularly carried on the narrow gauge rolling stock, with the same total weight of cars and load as on the broad gauge. The narrow-gauge car with 5½ tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

MONTANA is to have another newspaper, "a Democrat of the good old sort." It is to be called the *Madisonian*, to be published at Virginia city, by Mr. Deyarmon. The material is on the way from St. Louis.

FOOLISH PLAY.

IT seems almost impossible for some people to learn the folly, we might almost say, the criminality, of playing with fire-arms, another instance of which is given in our dispatches to-day, wherein the death of a wife was the sad result. How is it that people are so slow to learn that deadly weapons are dangerous, that they will kill under certain and varied circumstances, and therefore that great caution should be observed in the handling of them? Ought not every one's native sense to be sufficient to tell him a gun or pistol is a murderous weapon, and therefore is not to be played with? What possesses people that they should trifle with fire-arms, when everybody knows that they are instruments of death and can not be handled thoughtlessly with impunity? It seems as if some persons take leave of their senses when they take a gun or pistol into their hands. Why they should do so is a mystery to us. For it does seem that every person who has a reasonable amount of good sense, when he picks up any kind of fire-arm, would do so with the greatest care, and the most cautious regard for the possible results of any incautious handling to his own life and the lives of others who might be near. Even with the most extreme care, shocking accidents sometimes do occur. We read of gunpowder manufactories as houses where men never laugh, but where those employed are ever sober, serious, and extremely careful in every particular, because they hold their lives in their hands, and they know not but that any moment will be one of imminent peril, even physical annihilation to them. Something of this sobriety and seriousness of demeanor, this very great carefulness, this absence of levity or trifling, ought to take possession of every person when he takes a fire-arm in his hand, for he holds a deadly thing in his hand, and he knows not at what moment its deadly qualities may be developed unexpectedly by some slight accident or inadvertence. All fools, old or young, male or female, should religiously abstain from touching a fire-arm, under any circumstances, for nobody near can consider himself safe when they have the handling of gun or pistol.

NOVEL STRIKES.

STRIKES of late have become so prevalent, or so catching, that they have in some instances assumed an unwon form, for instance those of the waiter girls of Chicago, the servant girls of Dundee, the agricultural laborers of England, the beer-drinkers of parts of Germany, and the wine-drinkers in Switzerland. Now we hear of another strike of an equally out-of-the-way character, and this time in the principality of Wales. Builth, or Llanfair, is a small market-town in the county of Brecon, South Wales, on the Wye. Near Builth are saline, sulphurous, and chalybeate springs, with pump-rooms, etc. Hence it has also a reputation as a watering-place, and visitors on that account.

At Builth, then, the visitors have been indulging in the luxury of a strike. Finding that the tradespeople of the town were running up the prices of some of the luxuries, comforts, and necessities of life, the visitors determined to oppose it. In this intent several gentlemen with large families, a number of maiden ladies, and a few indignant bachelors put their heads together to remedy the evil. They were not opposed to a fair profit for the shop-keepers, but were opposed to their getting rich at the expense of the visitors.

An open air meeting was held on the Groe (a public recreation ground), at which upwards of 400 people assembled, and on invitation several visitors stated their grievances, arising from exorbitant prices charged by shop-keepers and hotel-keepers, and it was finally unanimously resolved that unless the shop-keepers lowered the price of butter about fifty per cent., and brought ham down to the Cardiff price, the visitors would totally abstain from the use of either article. A committee was appointed to wait upon the tradesmen and inform them of the resolutions of the meeting.

If the visitors were here they might sometimes find it convenient to abstain from the use of butter, not because of its price, but be-

cause it was "no better than it should be." However, striking would not improve the quality, and it is difficult to say what else would.

GOOD JUDGMENT.

A FEW days ago our citizens were rejoicing over the novel fact of a judge sitting in the District Court and administering the law with dispatch and evident impartiality, without bias against any portion of the citizens. Perhaps the sight was too good to last very long, but very good it was so long as it did last. Our Pioche neighbors, likewise, after having almost been overrun by lawless desperadoes, are now rejoicing in the vigorous administration of the law to offenders thereagainst. Judge Fuller is showing the characters who have been making too free with human life in that region, that they cannot do it longer with impunity. Three criminals of this class—Howard, Harrington and Ferguson, have been convicted recently, the former of manslaughter, the second of murder in the second degree, and the third of murder in the first degree. This is the way, with proper sentence pronounced and carried out, to deal with criminals of that class. Sickly sentimentality, or judicial weakness, is out of place in such cases.

LOCAL AND OTHER MATTERS.

FROM FRIDAY'S DAILY, SEPT. 5.

RECOVERING.—John Bratt, who fell from the top of Dinwoodey's new building yesterday, is recovering. He will be around again in a few days.

DEEP.—In digging wells on the bench land surrounding this city, people frequently find pieces of wood, in good preservation, at a distance of from forty to sixty feet below the surface of the ground, where they have probably been embedded for many centuries.

ACCIDENT.—This morning a child of Mr. Parker, clerk at the Salt Lake House, fell from a second story window of a house in the 9th Ward, in which that gentleman and family reside. On hearing of the accident, Mr. Parker immediately drove home from the Salt Lake House in a carriage and brought the little one to town. Fortunately its injuries were not fatal and no bones were broken. Its escape from being killed is wonderful. It fell a distance of about eighteen feet and just missed striking upon some steps in front of the house.

CEMETERIES.—In many parts of the Territory those repositories of the remains of the departed are sadly neglected. In some places the cemetery is in close proximity to some public road and is not surrounded by a fence. It rather hurts the sensibilities of persons of refined feelings to know that cattle often graze in the burying grounds and trample upon the graves of their departed loved ones. Every cemetery should have a good fence. Farmington, we understand, has led out well in this direction.

A FINE MACHINE.—Yesterday the machinists of Z. C. M. I. wagon and machinery department were engaged in putting together one of Wheeler's patent two-horse railway power and Threshing Machines, the first of the kind ever imported into this part of the country. It has many advantages over other machines of the kind in that it requires only two horses and two men to work it. The horses are hitched inside a car, apart from the thrasher. The floor of the car is formed of powerful slats and revolves by the action of the horses' feet, tread-mill fashion, which keeps the whole thing in motion. It is a machine of great simplicity and effectiveness, and can be operated in a barn or shed. Farmers should examine it.

PROBATE COURT.—Yesterday afternoon the jury returned a verdict of guilty in the case of the People vs. John Selby, for assault with attempt to violate the person of a little girl, and placed the sentence at one year in the penitentiary. The Court sentenced him accordingly.

M. L. Scott, convicted, last Tuesday, of stealing government horses, was sentenced to two years in the penitentiary.

Henry Gillem, who plead guilty

last Wednesday to an indictment for forgery, was sentenced by the Court to six months in the penitentiary.

Friday, Sept. 5th. Court met and adjourned without doing any business, till one o'clock, at which time the trial of Gee, indicted for being concerned in the shooting of the Cottons, will commence, Hosea Stout counsel for the defendant.

DEPARTED.—It will be seen by an obituary notice, in another column, that Mrs. Sarah Ann Kimball, widow of the late President Heber C. Kimball, and daughter of the late Bishop Newel K. Whitney, departed this life last evening. The funeral services will take place at ten o'clock to-morrow. Deceased had the reputation of being an estimable lady.

FINED.—Justice Clinton fined John King, a blacksmith, \$50 to-day. The reason for this was that King took to drinking yesterday, and in the evening went down East Temple Street, flourishing a pistol and making all kinds of threats about shooting anybody that came near him. King was followed by officers Andrew Smith and Charles Livingstone. The former drew his attention for a moment while the latter caught hold of the barrel, and, as it was cocked, suddenly placed his finger under the hammer. It was lucky that Mr. Livingstone did so, as King commenced to struggle and down went the hammer on the officer's finger. Had it been otherwise somebody might have been hurt. King was then marched to the City Hall and placed in jail.

WEIGHING SCALES.—Heretofore there has been much grunting among parties who have, or at least imagine they have, been cheated by frequently not receiving twenty hundred weight when they purchased a ton of coal. The Rocky Mountain Coal & Iron Mining Company and the Wasatch Coal Mining Company now come to the rescue, by proposing to construct suitable weighing scales. This a step in the right direction, although public weighing apparatus would be much more desirable, where a public servant could be placed and give certificates of weight to all parties disposing of coal, under an ordinance making it compulsory for dealers to have each load disposed of weighed there. This would surely stop all grumbling and be satisfactory to dealer and consumer. Perhaps some arrangement of this kind can be made in connection with the scales about to be constructed by Messrs. Brown and Nebeker, agents of the mining companies above named.

PERSONAL.—We had a very pleasant visit this morning from Capt. W. Reed, of Boston, who has been on a journey to San Francisco, and is now staying in this city for a few days on his return home. Captain Reed is a good captain and a genial gentleman. He commanded the ship *Horizon*, on which Capt. E. Martin's company of emigrating Saints crossed the ocean from Liverpool to Boston in May and June, 1856. He will be well and favorably remembered by those who came on the *Horizon* at that time. He speaks in kindly terms of acquaintance which he made during the voyage, and is much gratified to see again members of the company then on board. He has not followed the sea for several years. He expresses himself surprised and pleased at the evidences of material prosperity everywhere around hereabout.

Captain Reed is staying at the Walker House. He looks well and in good health. We trust he will have pleasant time in our city, and a safe journey home.

SUICIDE.—Yesterday afternoon the father of Mrs. Alexander Majors, Mr. J. W. Wetzel, committed suicide by taking strychnine. Deceased was sixty-three years of age, and pecuniary embarrassment is the cause alleged for his committing the deed which terminated his earthly career. He had been engaged in mining operations, and met with constant failures.

Mr. Wetzel purchased ten cents' worth of strychnine from Mr. Field, of Godbe's drug store, to whom he stated that he intended using it for killing mice. He went to the house of Mrs. Majors, where he took the whole of the poison in the afternoon, and at half-past seven in the evening he was dead.

Drs. Thomson and Crain were called in, and subsequently Dr. F. D. Benedict, but those gentlemen