

EDITORIALS.

From Monday's Daily, July 23, 1888.
PIONEER DAY.

To-morrow will be Pioneer Day. That is a day worthy of commemoration. All classes of the community should do honor to it. On the 24th of July, 1847, the Pioneers, the advance guard of an army of exiles, entered this valley and laid the foundation of a grand commonwealth, destined to play a most important part in the drama of American history. Of the one hundred and forty-three men who, under the leadership of President Brigham Young, after their weary march over the plains and mountains, settled upon this desert land and at once commenced to cultivate the soil and begin to build up a "city of habitations," but a few are left to tell the story. And some of them are again exiled from their homes, while the man who turned the first sod lingers in prison for fidelity to marital covenants, made over thirty years ago, and which he believes to be sacred and indissoluble.

One of the most venerable of that noble band of Pilgrims yet living, is now the presiding officer of the Church. Nearly eighty-two years of age, he preserves his mental and bodily vigor, while his spirit is buoyant and his faith is unwavering. The Lord is with him and the Saints honor him, not only as a Pioneer but as an honest, faithful and fervent minister of the Lord, holding the keys of the Priesthood and of the everlasting covenant. Of all the living Pioneers no man is held in higher or more affectionate regard and esteem than President Willford Woodruff. His communication to the jubilee to-morrow will be looked for with the greatest interest.

The changes that have been wrought upon the face of nature since the advent of the Pioneers is something marvelous. Few who now enjoy the comforts and luxuries which are common in these favored vales can realize the condition of this region when those forerunners of civilization halted in this solitary wilderness. Think of it! There was not a house, nor a foot of cultivated land, nor a place of supplies in all these western wilds. More than a thousand miles from civilized humanity and neither railroad nor stage, nor telegraph, nor mail route nor communication of any kind!

The cities and towns, the orchards and vineyards, the farms and meadows, the plants, the trees, the watercourses that bring them liquid life, the material developments of every kind, the settlement of surrounding Territories and States, and the outpouring of wealth from nature's store-houses, have all been made possible by the coming of the Pioneers, inspired with that faith in God which is made practical by good works. This whole intermountain country was a waste until they broke the silence of ages and opened the way for the influx of intelligent industry.

No one can look upon this city, in its present stage of progress—the earnest of grandeur yet to come, without perceiving that there was a design from the first of more than ordinary character, and a foresight which comprehended in its scope the possibilities of the place with a vast population and the appliances of wealth and art and science. That great Pioneer and colonist and statesman, Brigham Young, with his worthy associates, worked, and planned for the generations to come, as well as for the urgent needs of the times when not a spear of wheat, nor ear of corn, nor hill of potatoes, had been raised in this whole desolate region.

The same skill and wisdom are exhibited in the location and laying out of scores and scores of towns and settlements all over this Territory. And we believe the men who did this extended pioneer work will be more valued in future years, when their worth and the good they wrought is better appreciated, than they are at the present time. Posterity will do them justice. The bigotry, narrow mindedness and hypocrisy of today will give place to broader views, a wider charity, and a disposition to regard what men have accomplished rather than the creed they held and advocated.

Pioneer Day should not be allowed to pass from the calendar of popular holidays. It need not displace in celebrations the anniversary of national independence. There is room for both. We are not among those who think it likely that too many days of recreation will be given to the laborer in any branch of industry. Life was not intended to be one dull round of toil. Nor should it be wasted in continual diversions. Occasional holidays stimulate the worker, relax both mind and muscle, and by the new force thus generated add to instead of diminish the sum of human exertion.

It is a good thing to make the Sunday school interest one of the chief attractions of Pioneer Day. The children should be impressed with the good deeds of the fathers of our community, and shown the contrast between the days of '47 and the present. And the lesson should be taught them, that while men of faith and energy and thrift worked successfully in their interest, it was the Hand of God, be-

hind all human thought and labor, that directed what was done and blessed earth and air and sunshine and water, giving life and increase, peace and prosperity.

We hope the Grand Jubilee in the Tabernacle tomorrow will be thoroughly successful. We give it our hearty support. All honor to the sturdy, brave-hearted and God-fearing Pioneers! May they live as long as they wish to, and enjoy the liberty to which they are entitled in their old age. May they lack nothing that will give them joy, and suffer nothing that will cause them pain. And may the memory of their good work in preparing a path in the wilderness and a way in the desert for the feet of multitudes to come, be hallowed in the hearts of their children's children, and of all the Israel of the latter days, to "the last syllable" of recorded time!

STREET IMPROVEMENTS.

THE life of an officer in this city is not an affair of perpetual sunshine. Among those who have a few cloudy days, and an occasional display of forked lightning is the supervisor of streets.

There is a great outcry for improvements, and the City Council is disposed to be liberal in that regard. In fact that august body frequently reaches the verge of prodigality when the facilities for supplying the wants of petitioners are considered. It is so easy for a committee to whom a petition for an improvement is referred to report it with a recommendation that the prayer be granted, and for the Council to receive and adopt, that this process is too often resorted to.

Sometimes the work is to be done forthwith. Probably the supervisor has about three score and ten forthwith jobs already on hand and from seventy-five to a hundred others to be attended to in their turn. As a matter of course it is an impossibility to attend to the forthwiths all at once, and they have to be acted upon in their order, and as they are increased about as fast as they are disposed of the date for the in turn jobs to be wiped from the list is indefinitely postponed. Hence people who have had their petitions granted and have seen no work resulting from the action of the Council, are all over bristles, and feel like laying a heavy hand upon the poor supervisor. They dip their pens in red ink, exclaim "Why is this thus?" and send screeds to the News and other journals, scorching the gentlemanly improver of public streets.

A few days ago Mayor Armstrong gave a solid reason for the delay on the part of the supervisor. He placidly stated that that official had three years' work ahead on his hands. That statement ought to turn the tide of the petitioners' wrath upon the Council, which is a very promising body. The difficulty is that the feat of carrying out its promises is one impossible, in some instances, of performance.

A WORD TO UTAH DEMOCRATS.

THE bogus Democrats of this Territory, who once in every four years pretend to be members of the great national political party which is now "on the lead," but who are hand and glove with republicans during the rest of the time, and pull with them in local politics all the time, objected to the recognition of delegates to the Territorial Convention at Ogden because they were members of the People's Party. Of course that was not a reasonable objection. Neither was it the true ground of opposition. The delegates rejected were known to be men who had opinions, and who would not be likely to bow to the dictum of the bosses, who ran the Convention without regard to established rules, recognized precedents, order, fairness or decency.

The objectors were members of what is called the "Liberal" party, a fusion of discordant political elements of various kinds, and only assumed the role of Democrats on the eve of a National Democratic Convention. Of course it was shown that if membership in the People's Party precluded recognition in the Democratic party, membership in the "Liberal" concern would logically work the same way. In fact when the matter is analyzed, the latter is seen to have intrinsic antagonism to true Democracy, while the former is perfectly compatible therewith. But that counted for nothing; the object in view was, the exclusion of certain delegates who were not likely to work in line with the cut-and-dried programme prepared by self constituted "leaders."

Some questions were put to delegates who had previously worked with the People's Party, to see if they would commit themselves to future exclusive affiliation with the Democratic party. They were quite ready to do so, if their interrogators were willing to do the same. That is, they would cease to operate with the People's Party, if the objectors would cease to work with the "Liberal Party." "It's a poor rule that won't work both ways." We do not know whether any definite pledge was given

on either side. But he that as it may, the bogus Democrats' party exclusiveness did not last longer than the Convention.

They are now all back in the "Liberal" fold. The so-called Democratic chief representative issues a "call" as chairman of a "Liberal" county committee. "Liberal" caucuses and conventions are to meet, composed of every political variety, and the bogus Democrats will most likely support at the polls pronounced Republicans, and the motto will be "Anything to beat the People's ticket."

Under these circumstances what is the evident and unmistakable duty of those who were willing and anxious to shed local names and issues and come out as members of the national Democratic party? Is it not to stand by their friends and work with and vote for the nominees of the People, with whom their whole interests are identified? Is there anything in the platform and principles of the People's Party which cannot be endorsed by a genuine disciple of democracy? If so we fail to see it.

Could anything happen which would be more pleasing to the so called "Liberals" than an organization of a portion of the People's Party into a separate and independent party, no matter under what name? Such a division would suit them to a dot. It is only by such a split that they can hope to gain their ends. We do not care under what plea, pretext, excuse or reason, such a departure is advocated, it is all fudge and lutanian and is adverse to the interests of the community.

If the pretended Democrats had actually organized on national party issues and opened the door to Democrats of all former local parties, there might have been some sense in affiliation with such an organization. But now that they have slid back to where they belong, and show up in their true colors as the opponents of everything and anything, whether it be Republicanism or Democracy, which is not a partisanistic to the majority of the people here, it would be not only absurd, but politically criminal for Democratic members of the People's Party to secede therefrom, and thus virtually go over to the enemy. There is no neutral ground in this local conflict.

We venture the prediction that if any Democratic members of the People's Party, from any motive whatever, endeavor just now to establish themselves apart from it, they will find out, and that quickly, that "vaunting ambition hath o'erleaped itself." The present interests of the majority in Utah require the union of all who are attached to them. If any are foolish enough to forsake their friends when their presence and influence are needed, they will make the biggest blunder of their lives and one that will not and ought not to be forgotten.

We candidly declare that we regard any man who seeks to divide the People's Party, under present circumstances, as the People's enemy. And we are satisfied that this will be the view taken by the very large majority of its members. They should all pull together. They never needed complete unity any more than to-day. If any one has become blinded to this fact, we hope some keen-sighted friend will furnish him with a little common sense eye-salve.

The issues here, at present, are purely local. They must be met on local grounds and with local organizations. National politics—that is, party politics, do not enter into these issues. Under existing conditions, division of the majority would be suicidal. We know what "Liberal" control was in Tooele County. The People had enough of that to last them a lifetime. Division of the People's Party, whether through organization of other parties out of its members or in any other way, means "Liberal" control. With the "Republic of Tooele" as a warning, we know that means fraud, extravagance, depreciation of values, public defalcations, debt, riot and ruin if it continues. He who strives for a division of the People's Party works for these, and this is just the time for everybody to understand it.

Let the people stand by their party and work under its regulations. Then they will be politically safe, and no true Democrat will find anything therein at variance with his honest and disinterested political convictions.

STREET CAR SERVICE.

THE street-car question is one of the local issues of the present. A better system than that now in use is a public demand. We do not think any one disputes this. It is very easy to find fault. No doubt there are reasons for complaint against the street railroad, its limited extent, the indifference of some of its drivers, the lack of elegance in its rolling stock, etc. But that a great deal of unnecessary growling is indulged in, is evident to every impartial observer, and it is further apparent that much of the grumbling is worked up by certain parties for an interested purpose.

However, this city needs an improved and more extended service, and the supply is sure to come to meet the demand. But this is not a great metropolis. A city of thirty thousand inhabitants, even with as good a prospect for steady increase as this will not yield a very satisfactory re-

venue from a street-car service unless it is conducted on economical principles. We do not wish the term economy to be confounded with parsimony. A stingy policy is a very poor policy, whether in private or public affairs, in an individual or in a corporation. But there is no vast fortune to be made out of street-railroading here, just now, and those who imagine there is will find out their mistake, if they have all the opportunity they want for investment and take advantage of it.

Several systems have been talked of in place of the bob-tailed mule car now in vogue. Among them is the electric car. It has been stated that this has proved a failure wherever it has been tried. We think that is a mistake. It is giving satisfaction in several places. Sacramento is about to give it a trial, and a company is laying tracks there and rushing the work as fast as the warm weather will permit. A large company is about to build works in San Francisco for the manufacture of electric cars, which, it is believed, will be adopted in all the principal places on the Pacific Coast.

In Philadelphia the electric system has been introduced, apparently with entire satisfaction. Here is an account of a trial trip which appeared in the Philadelphia Enquirer of the 13th inst: "A trial trip of car No. 3, of the Electric Car Company of America, was made yesterday over the Lombard and South Street Railway, leaving the depot at 1:16 p. m., and consuming thirty-seven minutes in making the trip from the depot at Twenty-fifth and South Streets back to the point of starting."

"The car is twenty-two feet long, elegantly upholstered, and lighted with incandescent lamps. It is propelled by two Reckenzau electric motors of eight-horse power each, capable of being used to work at fifteen-horse power. The car can be run a distance of sixty-three miles with but one change of the storage cells, one hundred of which are placed under the seats of the cars, but in daily service it is better not to exact more than forty miles, while the best way is to make a change of cells, which can be done in two minutes three times a day."

"The motor is what is known as a screw motion, working into cog-wheels, which turn the wheels and moves the car. The weight of all the electrical apparatus and machinery is 5,800 pounds and that of the car 9,200 pounds, a total of 15,000 pounds. A speed of twenty miles an hour is possible, but the car will give the most efficient service at about eight miles an hour. A fifty-candle-power incandescent light, the rays of which are intensified by a reflector, is in position as a headlight. The brake, which is a powerful and efficient one, operates on all eight wheels of the car, at once checking its motion. In the event of an accident to the brake, there is an electrical arrangement by which the car can be brought to an almost instant standstill. The electrical gong, which sounds a warning, the towing off of the brake and the manipulation of the sand-box, are all worked by the pressure of the foot of the driver upon different levers, which are within easy reach on the platform, thus doing away with the necessity of his taking his eyes from off the road in front of him. The cells in which the electric current is stored are of the type known as "23 C," of the Electrical Accumulator Company's make."

The Philadelphia Press of the same date gives a long account of the same system as applied to the northern part of the town, and says it has been in successful operation for some time in the southern part. As to the cost the Press says:

"It is said it costs \$14 to run a street car eighteen hours, the motive power—the horse, costing nearly \$3. The electric car will only cost a little over \$2, it is claimed by its advocates, and will thus be cheaper. The cars of the same type run some time ago on the Spruce and Pine-streets railway, but much larger."

On the first trip yesterday the car made the trip in thirty-seven minutes to Front Street and back. It runs very smoothly and easily and starts without the slightest jerk. As it bowed along, sounding its musical gong, it was a source of much wonderment to the natives of Lombard street. As it passed Ninth Street the engineer sounded a derisive rat-a-tat at the cable car.

"Yes," remarked an enthusiastic passenger, "this begins where the cable leaves off. You can run either forward or backward, and collisions are easily avoided." The car obeys the slightest wish of its engineer and there is no jolting or jarring. The gong is rung by an electrical knob managed by the foot, leaving the hands of the engineer free."

We do not pretend to say that this is the best system for the needs of this city. But if a radical change is to be effected, it is surely worth while for those who are specially interested to thoroughly investigate the electric system before the change takes place. We believe that the cost has been the chief impediment in the way of the electric car system until quite recently. That this objection will be if it has not already been overcome, we are fully persuaded. And we have no doubt, as was expressed frequently in these columns ten years ago, that electricity is not only the light but the motive power of the future.

Upwards of twenty cars of wool have been shipped from Brigham City this season.

HINTS TO YOUNG LADIES.

SACRAMENTO has a smart little weekly paper published by two young ladies. It contains frequently some sharp and timely hints to young folks: They are not new but they are good and practical. We clip the following from its columns; it is called *The Duo*:

"Some girls think that if they get a beau they're all right, no matter what kind of a fellow he may be. Better have no beau at all than an unworthy one. In the first place see that his habits are good; e. g., do not let him come the second time when fumes of whisky are upon his breath. Then you want a young man who will introduce you to his mother and sisters."

Above all see that your beau respects his mother and father and is kind to them as well as his sisters. Do not allow your best young man to speak of his father as 'the governor' or his mother as 'the old woman.' If he respects his mother he'll be more likely to respect you. Again, 'sit down on a young man if he urges you to disobey your mother's commands.'

Let society ladies be more careful whom they entertain, and society will be purer. The ladies govern society, and when they determine that no man of profligate habits shall cross their threshold, the men will see that their lives bear investigation."

FROM THURSDAY'S DAILY, JULY 23, 1888.

CITY COUNCIL.

Water Supply.—Loafers.—Rapid Transit.—New Fire Engine.—Water Mains, Etc.

The City Council met in regular session at the City Hall at 7 o'clock last evening, Mayor Armstrong presiding.

William Jones represented that a certain road in the City Cemetery was of no use to the public, and a portion of it was necessary to him, and he desired to obtain it. Referred to the session.

The Rocky Mountain Bell Telephone Company represented that they proposed to rebuild their lines on West Temple Street, from First to Fifth South Street, and south along First East from First South to Ninth South Street, and asked that they be granted permission to erect their poles in the centre of the street, as on First South Street, on condition that the company furnish the city with such telephones as might be needed, free of charge.

J. W. Burt and John Burt stated that they had advanced the money necessary for the extension of pipes to their residences under the provisions of the old ordinance, and

THEY PROTESTED

against being again assessed for the extension of the main from Fifth to Fourth Street. Referred to the committee on waterworks.

John Judge and others asked for an extension of the water mains one-half block along Third Street, west of the main on G Street. Referred to the committee on waterworks.

G. W. Hill represented that the old mud wall stood on the north side of his land, and he asked that it be removed. Referred to the supervisor.

William T. Walker asked permission to keep a fruit stand on the corner of M and Second South streets. Referred to the committee on license.

Mrs. Georgia Jennings protested against having her property in block 94 taxed for the purpose of extending the water mains from the intersection of Seventh and E streets to F Street. Laid on the table.

F. D. Kelly asked that his unexpired license as hack-driver be transferred to J. S. Jones. Granted.

One retail liquor license was granted. The following communication was read:

I desire to call the attention of your honorable body to still!

ANOTHER SOURCE OF WATER

supply for our city, viz: The tail race water from the Hanner smelter and the flume floor mills, aggregating thirty million gallons per day of spring water, and not capable of use for irrigation, except by pumping, owing to the depression of the water courses between these two works, and the Jordan River. The experience of many cities is unfavorable to stand pipes or direct pressure (the Holly System) and in favor of storage reservoirs when the topography of the country admits of it. Such a reservoir could be located on the east bench, and need be but two and a half acres area and 733-100 feet deep to contain 6,000,000 gallons of water. Its surface could be 100 feet above the sills of the Wasatch building, and this amount of water delivered daily from the sources named, with 150-horse power.

For many years to come we will not need over half this quantity of water as an auxiliary to City Creek, and that only during the four dry months of the year. This 3,000 gallons could be delivered in the daytime to the storage reservoirs with an expenditure of \$25 per day for fuel, oils and incidentals. When the demands became greater the night shift could be started, and the supply doubled with the same plant. The descent of Big Cottonwood Creek from the Hanner tail-race to the Jordan might admit of locating a water-power pumping works at the mouth of said creek, and developing enough power for the present pumping needs of the city; the descent is considerable and is worthy of your consideration. I desire to

WARN THE COUNCIL

against the reduction of our rainfall and our agricultural area, and commend to you water not at present used for irrigating purposes. The tail race from the Hanner Smelter