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PIONEER EDITION.

The Pioneer Edition of the Deseret News, which appears on the 24th of this month, will be found to have many special features of great value to our readers. There is an article containing reminiscences of the exodus from Nauvoo, by President Joseph F. Smith. There is a contribution by Mrs. Emmeline B. Wells on the Pioneer women. The story of the journey through the wilderness is briefly told. The names of the Pioneers are given, and portraits of all of whom a likeness could be obtained at this late date, are reproduced. This is a feature never before attempted, we believe. An excellent picture of the Pioneer monument will also be found in this issue, and there are numerous other features. We have endeavored to make the "News" of this date a souvenir edition of the 60th anniversary of the entrance of the first Pioneers into this valley, and we hope our friends will find it worthy of preservation for future, as well as present, reading, and that many will send it to friends in the States, or abroad.

Very few of the first Pioneers are still with us, in this sphere of action. We have found but ten. They have seen the marvelous growth of this region, from the small beginning sixty years ago. They are important witnesses to this generation, of the wonders the Almighty has wrought. They should not be lost sight of during the few years that may still be allotted to them. Their testimony should be treasured up, and when they are no more, we trust the spirit by which the first Pioneers were animated will remain with their descendants and successors, and that a still greater work may be performed than anything so far known in the history of the Church.

VETERANS TO MEET.

We have been requested to call the attention of Indian War Veterans to the encampment that has been arranged for their entertainment at Neph, Juab Co., on the 23rd, 24th and 25th of this month. We understand that a good camping-place has been selected, and that every courtesy possible will be extended to the veterans who may avail themselves of the opportunity of meeting their comrades at this time. Programs have been arranged for each day, and the time will be spent profitably, as well as pleasantly.

Time is passing rapidly, and the men and women who took a prominent part in shaping the early history of this State, are being gathered in by the stern reaper almost every day. Very few are left of the Pioneers to whose indomitable courage and faith we all owe so much. It is well that the veterans gather on occasions like this, that they may live over again the historical events of the past, and recount the wonderful story to the younger generations. There is inspiration in that story. We hope many of the Indian War Veterans will be able to respond to the call to meet at Neph, and that they may have a royal time together.

OUR FAULTY ROAD-MAKING.

There are two systems of construction for macadamized roads—the macadam and the telford. They were so named after two noted English road builders. The macadam has the stones throughout of the same size. The telford was a foundation of larger rocks before the smaller or crushed stones are laid.

The claims made for the telford system are: (1) That the open foundation provided by the larger stones at the bottom are necessary for drainage; (2) that this sub-pavement is necessary on soft or poorly drained soil to prevent the small fragment of broken stone from working down into the soil, and the soil from working up into the stones; and (3) that the telford is cheaper, since the expense of crushing is saved.

For the macadam system it is urged: (1) that the drainage afforded by the telford is no better than with the macadam construction; (2) that on any well drained soil there is no tendency of the stone to work down or of the soil to work up; (3) that the drainage and macadam construction are cheaper than the telford system; and (4) that since the introduction of the machine rock-breaker, it is cheaper to lay the stone than to place the telford.

These facts are condensed from Baker's Treatise on Roads and Pavements, 1904. The author says: "If the road bed is thoroughly drained and is composed of a material that will not readily soften, there will be no need of a telford foundation. If, on the other hand, the soil is retentive of moisture, and cannot be thoroughly drained, it may be necessary to provide a foundation which will prevent the soil from working up into the stones and the road metal (stone)

from working down into the soil. Macadam insisted upon a foundation of small fragments under all circumstances, but Telford used the paved foundation only as circumstances seemed to require it. To Macadam is due the credit of discovering the supporting power of a layer of comparatively small angular fragments of stone."

As will be seen, most of our roads, according to this authority, and we believe that the authorities substantially agree on this point, should receive the macadam rather than the telford treatment, on all of our upper and dry lands, and the telford if used at all only where drainage is required or the subsoil is loose and shifting.

If the observations of our reporter are correct, then in the laying of the avenue pavements, these rules of road-builders are being set at naught in other respects than those enumerated in our local articles. For large stones are being used, not for a telford foundation, but indiscriminately mingled with the smaller. One of Macadam's rules was to exclude any fragments weighing more than six ounces. Telford's limit was eight ounces. On Second avenue, pieces weighing two pounds are said to be used. It is said, however, that larger stones may be used now than in the days of these great builders, since the heavy rollers of our day make a material difference in the size of the stone permissible. Today the rule is that the bottom course of a macadam road built of soft stones may be three or four inches in dimensions; the upper, less than three inches. The top course must be composed of rock from one to two inches in diameter for heavy and from one-half to one inch in diameter for light traffic. But in no case is it permissible to mingle large flat stones, seven or eight inches across as observed by our reporter, with the smaller fragments.

To become convinced that our present methods of city macadamizing are loose and unsatisfactory it is only necessary to read from any of the authorities on roadmaking.

CAUGHT AGAIN.

That the local anti-"Mormon" sheet is wilfully and maliciously falsifying was again illustrated in its local notice of the pardon granted to James Campbell. The creature who wrote the item, was instructed to say:

"The most prominent of the prisoners pardoned was James Campbell, who was given three years in November, 1905, for improper relations with his wife's sister. Campbell, who was a member of the Mormon Church, claimed he married the girl in polygamy. He had the misfortune to be caught, however, and the Church deserted him in the hour of his misfortune."

There is, of course, not a word of truth in this. And there was no excuse for repeating the falsehood that was thoroughly refuted at the time of the trial. Campbell never was a "Mormon." The women in the case never were members of the Church. Campbell, who was living in Colorado, had heard that polygamy was practised in Utah. When he found himself in trouble, he came here, it was said, hoping to escape the consequences of his double relations. But he soon found out his mistake.

The probability is that the false rumors spread about Utah by the Tribune and other scandalous publications of the same indelible stamp, as well as by the unscrupulous slanderers of the State, who have appeared in pulpits and on platforms in many parts of the country, were responsible for the foolish impression of Campbell that his violation of the marriage covenant would not be punished in Utah. One of the women had met a "Mormon" Elder, who, when the question of moving to Utah was broached, tried to dissuade her from doing so.

The foolish idea that Campbell would be unmolested in Utah, must therefore have been derived from anti-"Mormon" sources entirely.

The facts being as here stated, it is evident that the repetition of the old falsehood that Campbell was a member of the Church caught in transgression was made only for the purpose of deceiving the dupes of the anti-"Mormon" sheet. The Tribune has nearly always been a low, degraded specimen of gutter-literature. But it has never been deeper in the mire of falsehood than under its present ownership. It is hard to tell whether this is a prediction or a hedge.

AN OFFICIAL STATEMENT.

The official statement of President Roosevelt concerning the transfer of the Atlantic ships to the Pacific would indicate that a change of policy may take place on that naval move, if, indeed, the matter has not already been reconsidered. President Roosevelt said to a representative of the New York World, that "there has been no order given by the President to the Navy Department to send the battleship fleet to the Pacific. The President knows of no order issued by the General Board to that effect."

He said that the maneuvers that have been under discussion for some time have absolutely nothing to do with the Japanese question, but that "the scheme is simply to find out in what particulars, if any, our battleships may be defective." He added that the present plan is to have the battleships leave on a cruise early in the fall. They "may" go to the Pacific, but "the destination" was not yet been determined.

The discrepancy between this statement and that attributed to Secretary Metcalf a couple of weeks ago, to the effect that the Pacific coast was to have the grandest naval spectacle it had ever seen, suggests the conclusion that a change has been discussed, if not decided on.

And that suggests another question: Has it been thought necessary to abandon a naval maneuver out of deference to Japan? So as not to add fuel to the anti-American flames, for instance? If so, Japan has won a moral

victory which will not be forgotten by the Mikado's government.

There is in this country no desire for any but the most friendly relations with Japan, and all the world. But at the same time, it is felt here that the movements of American ships from one coast of the country to another is a matter in which neither Japan, nor any other power has any interest whatever. It is a purely American affair. Some day the Pacific coast will have its avaral stations and battleships, unless the principle of brotherhood spreads so rapidly as to make naval expansion unnecessary. How other nations may feel about it, will not be considered.

FAULT-FINDING NO REMEDY.

Referring to a suggestion by the "News" that farmers haul coal from the mines, in order to assist the railroads in preventing a shortage of fuel the coming winter, Mr. J. A. Reeves, General Freight Agent of the O. S. L., tells us that the fact is that there is no coal to be had at the mines. The Wyoming mines, he informs us, are running half capacity, owing to the impossibility of procuring a sufficient force of laborers. Other mines, he says, are about forty per cent. short on miners. Under the circumstances the Oregon Short Line has from 300 to 500 empty cars at the various mines. There is, then, no lack of transportation facilities but of labor. We gladly present this side of the question, too, for the consideration of our readers. It is a somewhat perplexing feature of the coal situation, that opinions seem to differ as to the real cause of the trouble. It was that fact which seemed to suggest, last winter, the necessity of the coming together of business men for the purpose of discussing the situation thoroughly with a view of finding the true cause and the infallible remedy. We believe that is still a crying necessity. It is no use, as we stated on Monday, to blame the railroads, or to find fault without a full understanding of the matter. "Everything that will contribute to a solution of the coal problem should be brought to the attention of the people."

Those Glidden tourists know no such word as fail.

Having pitched his hay, has President Roosevelt baled it?

Roosters that annoy neighbors should be put in a Jim Crow car.

If the Korean throne should fall Japan is there all ready to catch it.

In time of heat prepare for cold. Lay in your winter supply of coal now.

"Learn to shoot straight," says the President. That's right. Shoot as you vote.

It is as a peace and not as a naval power that the United States has influenced the world.

This is just the kind of weather to save something for a rainy day, the day being so far off.

A Philadelphian is making his own coffin. This looks much like the dead burying the dead.

If his enemies could put him on the shelf, it is very doubtful if Governor Hughes would stay put.

"Devotion to business," is John D. Rockefeller's rule. Young Rockefeller is in the devotional business.

"Can a man die twice?" asks the Houston Post. Why not? He can easily dye his hair twice.

Watch for tomorrow's edition of the "News." It will be worthy the great event that it commemorates.

Colonel Watterson says that his "dark horse" is "white inside and out." It must look a good deal like a pica-bald Injun Pony.

"Who reads Ouida now?" asks the Cleveland Plain Dealer. Hundreds and hundreds of young girls, according to public library officials.

Mr. Bryan says that government ownership of the railroads will not be an issue in the next campaign. It is hard to tell whether this is a prediction or a hedge.

Professor Starr of the University of Chicago says that the future control of the world lies between China and Russia. If it does it will lie fallow for several centuries.

The sinking of the Columbia but adds another to the long list of shipwreck accidents on the Pacific coast. There seems to be something wrong with the seamanship there.

New York's public utilities commission is going to abolish the crowding in street cars and that everybody gets a seat. What a juvenile and senile body of men the commission must be to even think such a thing possible much less to undertake to realize such a utopian dream.

The treatment of Japanese in San Francisco in the past is on a par with the government that the gang of rascals and hoodlums who have been in control there. The dawn of a better day for all the people of that unfortunate city is beginning to break.

"Honestly, don't you agree with the Herald that the newspapers of Salt Lake might well quit calling each other names and saying hard things, say until Sept. 15, anyway?"

Does the Herald seriously include the local anti-"Mormon" sheet in its catalogue of "newspapers" of Salt Lake? If not, why the question?

Much merriment is made of Vice President Fairbanks' saving of a young woman from drowning in Yellowstone lake. It was a brave, gallant act, and had it been done by some aspirant for the presidency it would have been lauded to the skies. With some of the merrymakers it is simply a case of sour grapes.

NO VAIN DEATH THEIRS.

New York Evening Sun. Whatever inquiry may prove as to the cause of the disaster on the battleship

Georgia yesterday, the fact will not be for a moment forgotten that the officers and men who perished in it died in their country's service as truly as though they had lost their lives in battle. It is true to say so. It is something that is always said on such an occasion as this and there are no new ways to say it. We have had many such occasions, too, of late years, the last leaving us as stunned and dazed as did the first, but we know that whatever the present aspirations of humanity the nation must still be prepared for war. We know, none better than we whose navy in times of peace has been so sorely beset with tragic accident, how great an experiment and how freighted with all the possibilities of disaster the modern warship is. The death dealt out on the Georgia yesterday is a sorry reminder of all this, but the officers and men who lost their lives in Cape Cod bay did not die in vain if their death helps us to appreciate better the fortitude and devotion to duty with which the navy is always facing the hazard and risk of the patriotic task of fitting and keeping itself fit and ready for the wars that may come, no matter what conferences meet or tribunals are established at The Hague.

IMPORTING SONSTERS.

The Technical World.

Importations of cage birds into the United States have increased by more than 25 per cent, during the last four years. Of course a great majority of such feathered creatures brought into this country are canaries, the breeding of which in Germany, and more particularly by peasants in the Harz Mountains, is a most picturesque industry, but about three hundred other species are fetched hither from various parts of the world, and are sold as adopted for catching and transporting them are in many instances both curious and interesting.

In earlier days it was the custom to enter a bird commonly than now for sailors to collect strange birds in distant quarters of the globe and bring them to America or European seaports, where they disposed of them for small sums in ready money. Even at the present time the species imported from the Orient are mostly introduced in this way, the trader being conducted on a considerable scale by the crews of Pacific steamships with dealers in San Francisco. But so far as other birds are concerned the business is more highly systematized. Merchants in this line of trade employ agents to secure supplies of birds in their native haunts, while maintaining such relations with correspondents at European centers as enable them to draw upon those sources for whatever additional feathered stock may be required.

JUST FOR FUN.

Of Occasional Interest.  
Once in a while the voters get busy and elect an honest man.—Chicago Daily News.

But She Must Have Been.  
"There goes a woman who once declined to be my wife." For particular doesn't look like an unusually intelligent person, does she?—Chicago Record-Herald.

The Mountain to Mahomet.  
The tenant of a flat, who owed for several quarters, commenced moving his furniture by degrees, with the intention of clearing out altogether without attracting notice. The landlord, however, smelt a rat and going up into the flat one day missed a magnificent sideboard and taxed the owner with it. "Sent it away? Certainly not," replied the man. "I have only just sent it around to the ironmonger's to have a new key made for it."—Sourire.

When He Listens.  
A man may think he knows more than a doctor, but he is apt to listen when a lawyer tells him that he needs a change of climate.—Aitchison Globe.

In India's Ocean.  
Mrs. Bacon—I see that nearly one-half of the fishes caught in the Indian ocean belong to a species not heretofore described in any book.

Mrs. Egbert—That must be where my husband goes fishing.—Yonkers Statesman.

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price 15c, sale price ..... 12½c  
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price 20c, sale price ..... 16c  
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price 25c, sale price ..... 20c  
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35c, sale price ..... 25c  
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