

## WHAT ABOUT DEEP CREEK.

Boulevards are all right as a luxury for cities and communities that can afford them. Smelters are excellent things in their place, furnishing much and remunerative employment and keeping for local circulation a great deal of money that would otherwise go abroad. But as an employer of labor, a developer of the country, a means, where properly operated, of benefitting all the industries and resources of a community, there is nothing like a railroad. This part of the country is in desperate need of two of these enterprises right now. One is wanted to the coal fields, to be owned and managed by the people themselves and run in their interest; this is under lively consideration in two or three quarters, and ought to develop into certainty. The other is wanted from this city to Deep Creek; and though several roads have their locomotives' noses pointed in the westerly direction, there is no definite promise that either of them is going to build the desired extension. There are a good many men in this town who would be made wealthy by the building of such a road; there are plenty of men who would be glad to work cheap; and we should think there would be a few hundred men ready to contribute of their means to the scheme. Besides, the winter is the best season of the year for desert railroading. Isn't the subject worth consideration?

## ANOTHER SENATOR CHOSEN.

The long struggle in Nebraska over the election of a United States senator culminated yesterday in the choice of William V. Allen. He was formerly a Republican but left that party over two years ago and cast his political fortunes with the People's party, to which he now belongs. It is perhaps significant that the Democrats in the legislature all voted for him, as it shows that his withdrawal from Republicanism must have been unequivocal, and viewed thus, the election is distinctly a Republican loss even if it should not be a Democratic gain.

There are now four states left in the throes of a senatorial deadlock—Montana, North Dakota, Washington and Wyoming. Whatever they may ultimately do, however, will have but little practical effect on the political status of the next Senate, which will be certainly anti-Republican and almost as certainly controlled by the Democrats.

## THE SINGLE TAX PROJECT.

Taxation began as a vexation and so it has continued and remains. Numerous have been the schemes suggested by means of which the burden of maintaining the general and local governments would be lightened upon the people, but those have generally ended where they began—in theory, the burden as a rule remaining where it was, "only a little more so." The proposition to establish a graded income tax, the ratio increasing with the amount, has many advocates and

seems to be about as just and effective a plan as any that we could change to. But that of Henry George, the single tax scheme, has fewer supporters than any other, we believe, that ever was launched in this country. It is claimed by some that he and his limited array of supporters would only tax the land and not the houses or the flocks thereon; that they would not tax steamship companies, nor steamboats, nor water craft of any sort; neither would they tax the water on which they float. But they would tax the land that the farmer tills and over which the various railways run. An exchange maliciously suggests that the single tax people ought to turn ship carpenters and induce every one else to turn water pirates and thus avoid taxation altogether. This is an extreme view of the case and scarcely does Mr. George justice. Whatever may be the demerits of his plan of taxation, it is well known that he is an able man, close thinker and logical reasoner, and he would hardly attempt to float a scheme by the terms of which none but farmers and producers were to bear the burdens of government.

## LAST NIGHT'S MEETING.

The point at which the people of this city, without distinction of religious, political or social views, can meet, unite and proceed harmoniously and aggressively, was reached last evening. The Theater was completely filled with ladies and gentlemen who saw as with one eye, spoke as with one voice, and acted with such spontaneous and enthusiastic unanimity that the success of the project concerning which they had gathered was placed beyond the pale of doubt. If the copper smelter and refinery does not come to Salt Lake, it will not be because the conditions required or any part thereof are wanting. The ground will be ready as soon as the workmen are, the money consideration will be on hand and ready for those to whom it is to be given.

The speeches made were so thoroughly in accord with one another, were characterized by such good judgment and excellent taste, were so moderate and dignified and yet so incisive and unequivocal in tone, that they were to the listeners a veritable "feast of reason and flow of soul." They seemed to be so many trumpet calls, rallying and solidifying our people in such array as makes them invincible. And right royally did the audience testify its realization and appreciation; they partook fully of the spirit of the hour and encouraged the good work being done on the stage by "applauding in the proper places" and as heartily and lengthily as intelligent, progressive men and women thoroughly in earnest know how to. It was a great meeting; it marks the beginning of the end of pulling apart and scattering our forces, and the commencement of a condition of things in which, when our material prosperity is the issue, all will be for one and one for all.

As was suggested by one of the speakers, the copper plant is not the only desideratum looked forward to as

the result of the concerted action. It is simply the initial point of the Greater Utah which we are to build up. It is to be the inception of a commonwealth whose prestige, power and influence shall be the admiration of all at home or abroad, a commonwealth which through unity of purpose and promptness in movement has been rescued from the grasp of lethargic inaction and made to resound throughout its width and from end to end with the welcome sounds of busy hammers, whistling engines, whirling machinery, humming spindles and home-made bells! All this and more requires no mere visionary nor fanciful mind alone to discern in the coming days and following closely in the wake of the copper smelter. But of itself it will be a great thing not only for Salt Lake City but for the Territory at large. It is not placing the figures on an exaggerated scale to say that, one way and another, the works will be the means of giving employment to a thousand men and it may be two thousand, or more, not in operating or working about it, of course, but through the additional avenues of labor in other departments which it will be the means of throwing open and maintaining.

This is an item of such vast consequence that no amount of skill in the use of words or figures could even approximately convey it, but it is not all. The shutting out from our local markets of copper sheets and wire made elsewhere through their production at home in sufficient quantity and of the proper quality to not only supply all local demands but to fill orders from a distance, would be at once a source of great profit and gratification. It would in and of itself be a phase of domestic independence such as many in our midst have looked forward to for years. Support of home institutions means support by them sooner or later, and surely the proper beginning is the practical one. We have begun right for establishing the new order of things, and henceforth there need be no difficulty in keeping right. Revolutions do not go backward, but let us go beyond this in our case and see that the industrial revolution now about to be inaugurated in Utah is not even permitted to stand still.

## DISCRIMINATIVE FREIGHT RATES.

It is a matter of public interest to know why local manufacturers do not compete in certain lines with imported articles. In conversation, several of these manufacturers have asserted that it is because they are injuriously affected by an excessive railway tariff.

In support of this assertion they state that when the railways granted reduced rates for certain classes of merchandise, the tariff classification was so arranged that an increase of rates on raw material was the result. Because of this, local manufacturers had to restrict themselves in certain articles because these could be produced only at a loss.

As an instance, one of our most experienced foundrymen was approached and asked the question, "Can you