

## DESERET EVENING NEWS

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## THE PROPHET'S BIRTHDAY.

Today is the 100th anniversary of the birth of the Prophet Joseph Smith. Next Sunday being the day set apart for a general commemoration of that event, we hope to devote some space in our Saturday issue to the life and work of that remarkable man, and the Church he was instrumental in founding. Today we will merely say that, as he himself was tried in fires of persecution and found faithful unto death, so the marvelous work he originated has been tried in the fiery furnace, in Missouri, in Illinois, in Utah, and it has yielded treasures more precious than gold.

"Mormonism" has proved its value to the individual soul seeking for light and intelligence, for moral strength and salvation. It has proved its worth as a civilizing agency and a factor in state building. It has proved its claims in the light of science and before the judgment of reason to such an extent that many of its doctrines have been adopted by its antagonists. No system can have greater honor conferred upon it. The future belongs to "Mormonism." It will yet be found to contain the principle of salvation of the world. The stone that the builders rejected will yet become a corner stone. Millions will yet join the Saints in their inspiring song: "Hail to the Prophet!"

## THE UTAH.

That the Utah was launched on the Prophet Joseph Smith's birthday is a coincidence that cannot but attract attention and comment. If anyone connected with the Church had a voice in the selection of a day for that glorious event, he could not have proposed a more appropriate day. It is all the more remarkable, because the date was fixed without any reference to Church history. Was it accident or Providence? No matter, with the wide publicity given to the notable coincidence, the Utah will always be known as the ship that was named for a State which originated in the struggle of the Church for religious and political freedom, and which was launched on the anniversary of the birth of the founder of that Church. And thus it will be a reminder to the world of a man who, on American soil, gave his life for liberty.

The Utah should be a valuable acquisition to the navy. It is considerably larger and more heavily armed than the Oregon, for instance, which performed the record-breaking voyage around South America during the war with Spain, and then was in trim to fight for the liberation of Cuba. The Oregon has a displacement of 10,285 tons and a speed of 17 knots. The main battery consists of four 12-inch, eight 8-inch, and four 6-inch guns. The Utah has a displacement of 21,555 tons, and a speed of 23 knots. Its main battery consists of ten 12-inch guns and two 2-inch submerged torpedo tubes. Both ships have a number of smaller guns. The cost of the Oregon was \$3,222,510; the cost of the Utah is \$3,946,000. This by way of comparison. The Utah should be able to give a good account of itself in active service.

We hope this country will never need a navy for aggressive purposes. Its policy is one of peace and good will to all mankind. But, this side of the Millennium fighting engines will always be needed for defense of the industries and trade against robber nations; for the defense of liberty against the encroachments of its enemies, and for the defense of the weak against the strong tyrants. If our navy is ever called upon to be a bulwark of human rights against injustice and oppression, we hope the Utah will be there, and be foremost in the battle, and render service of which every true citizen of this State can be proud. In one of the last public speeches ever delivered by the Prophet Joseph, he said, in part:

"I call God and angels to witness that I have unshaken my sword with a firm and unalterable determination that this people shall have their legal rights, and be protected from mob violence, or my blood shall be spilt upon the ground like water, and my body consigned to the silent tomb."

That is the spirit of true patriotism. And may that spirit forever animate the officers and the crew of the Utah.

## ON THE WHITE SLAVE TRAFFIC.

The report of the Immigration Commission, to Congress, on what has been called "the white slave traffic," is a document well calculated to bring the color of shame to the cheeks of American men and women. Can it be that anyone honestly believes that such a traffic is "a necessary evil," that cannot be extirpated? Is it not rather a reflection upon the officers of the law who pretend not to see it, and upon the voters who elect such officers? Can the people, endowed with the power and duty of self-government, escape the responsibility for the ruin brought to many souls by that traffic?

The report tells of young women enticed from their homes in foreign countries, imported under false pretenses and, finally, sold to men and women who keep them in actual slavery until sickness and death release them from a life of shame. To what extent the traffic is carried on can only be surmised, because only a small per cent. is ever

discovered and barred from entrance, but during the year 1904-1908, 295 women were prevented from entering the country, and during 1908, 139 were deported, under section 3 of the immigration act. But, as stated, these figures represent but a small percentage of the total of the illegal traffic.

The report emphasizes the awful consequences of the vice in the interest of which that traffic exists. The importation of women, it says, has brought into the country evils even worse than prostitution. Many of them carry with them loathsome diseases. They bring with them unnatural practices. They induce men to abandon the useful arts of life and to undertake the most accursed business ever devised by man. "This traffic," the report says, "has intensified all the evils of prostitution which, perhaps more than any other cause, through the infection of innocent wives and children by dissipated husbands and through the mental anguish and moral indignation aroused by marital unfaithfulness, has done more to ruin homes than any other single cause."

This statement of the commission is by no means exaggerated. And it should be remembered that the entire business is run for profit, more sustained than that of an outlaw who steals a purse but leaves the soul of the victim untainted and the conscience clear. Let it be remembered also that those who build "stockades" for the accommodation of that traffic, or who permit it to stalk the streets, are only helping those engaged in it to bring ruin to homes.

The report shows that a lax enforcement of the law is a great aid to the awful business. In New York City, under General Bingham, we are told, the business of the disreputable districts was poor. As a consequence, hundreds of women left, or were sent by their exploiters to other cities.

In this connection, Salt Lake City is given a notice that is anything but honorable, or creditable to the administration. It is mentioned as one of the cities in which the commissioners found girls who had fled from wicked New York. "When the rigid enforcement of the law relaxes," says the report, "spreads with wonderful rapidity and the statements that the city is 'wide open' mean the flocking back of this element from other states, and an increased tendency toward the violation of the laws of importation."

It is not pleasant to see Salt Lake placed in the category of "wide open" cities, to which vice can flock as to a city of refuge. It has not been made so by the consent of the people. We can only hope that the condition is passing.

## FRIDAY NOT UNLUCKY.

A New York dispatch notes that thirteen steamers will leave that city on Friday. There was a time when few sailors could have been persuaded to begin a voyage on that day. Evidently superstitions are giving way.

But is Friday an unlucky day? Columbus is said to have started on his great voyage of discovery on Friday, Aug. 21, 1492, and to have discovered land on Friday, October 12, the same year. He is said to have started on his return voyage to Spain on Friday, January 4, 1493. On Friday, March 15, 1493, he arrived at Palos. On Friday, November 22, 1493, he arrived at Hispaniola, on his second voyage to America. On Friday, June 13, 1494, he is said to have discovered the continent of America, though he never suspected the magnitude of this continent or the importance of the discovery. Friday must have been his favorite day.

But there are other historical Fridays. On Friday, March 5, 1496 Henry VIII of England gave to John Cabot his commission, which led to the discovery of North America. On Friday, November 10, 1620, the Mayflower, with the Pilgrims, made the harbor of Provincetown; and on the same day they signed that compact, the forerunner of our present Constitution. On Friday, December 22, 1620, the Pilgrims made their final landing at Plymouth Rock. On Friday, February 22, George Washington, the father of American freedom, was born. On Friday, June 16, Bunker Hill was seized and fortified. On Friday, October 19, 1781, the surrender at Yorktown, the crowning glory of the American arms, occurred. On Friday, July 7, 1776, the motion in Congress was made by John Adams, seconded by Richard Henry Lee, that the United States colonies were, and of right ought to be, free and independent. Friday in history does not appear as a day of ill omen.

## BALLINGER-PINCHOT CASE.

There seems to be no other way of clearing up the Ballinger-Pinchot controversy than a thorough investigation, by which the true nature of it can be ascertained. The decision to probe it to the bottom must, therefore, be regarded as wise and timely.

In order to understand what the question is, it must be remembered that the country owns valuable coal lands in Alaska. In 1906 President Roosevelt withdrew all such lands there from public entry. Previous to that time, there were about 900 claims, covering very nearly the entire area, and the majority of these claims, it is alleged, were fraudulent.

Mr. L. R. Glavis, a special agent of the general land office but dismissed from the service, has sought to connect Mr. Ballinger with the so-called Cunningham group case, which he includes among the fraudulent claims. His published charge is that the Land office ordered the Cunningham claims to patent without due investigation when Commissioner Ballinger knew they were under suspicion, and that he urged Congress to pass a law which would validate fraudulent Alaska claims. He further charges that the Interior office, shortly after Ballinger became secretary, rendered a decision which would have validated all the fraudulent Alaska claims but for a reversal of the decision by the Attorney-General.

Such are the charges of Mr. Glavis. Whether or not the fact that he was dismissed from the service has anything to do with the case will appear on closer scrutiny. In a signed statement

which appeared in a magazine, some time ago, Mr. Glavis said in part:

"I assert that in the spring of 1903 the Land Office urged me to an early trial of these cases before the investigation was finished, and when Secretary Ballinger, as the President has stated, knew that the Cunningham claims were invalid. When I appealed to Secretary Ballinger for postponement, he referred me to his subordinates. The Department of Agriculture intervened. I was superseded in the charge of the cases, and the man who superseded me endorsed my recommendations, and the postponement was granted. Immediately thereafter I made my report on the Cunningham cases to President Taft, and was dismissed from the service for insubordination."

## STILL PREPARING SOMETHING.

Captain E. S. Osborn, secretary of the Arctic club of America, still has faith in Dr. Cook, and he expresses this when he says:

"You will find that Dr. Cook is not deceived yet. He is preparing something for his enemies now, and when he gives it out you can be sure it will be worth while."

That is the trouble with Dr. Cook. He is always "preparing" something. He prepared his notes intended for the Copenhagen university so long and so carefully that everybody wondered what was the matter. And then when they were prepared, they did not prove anything. If he would quit preparing things and submit his original, blubber-stained, soiled diary, and instruments, and let them tell their own tale, perhaps he would be better off. Peary submitted his books and got them examined and obtained a decision, while Cook was "preparing" his stuff, though he came home from the North long before his rival.

Until further developments the decision rendered at Copenhagen must stand. Dr. Cook may have been to the Pole, or near it, but his records, submitted, do not prove it. And that is all the general public can know, so far.

## WILL THERE BE A REVOLT?

San Francisco wants to celebrate the opening of the Panama canal, by a world's fair. And so does San Diego. And so earnest are the promoters of the San Diego enterprise that they suggest secession of southern California from the rest of the state, in case San Francisco is too insistent on its right to opposition. One of them says:

"If San Francisco feels strong enough to fight the entire southern part of the State, it is time for us to ask for a division. If it is to be a case of fight for supremacy we had better have it out with them now, when we have a good proposition to fight with."

The opening of the big ditch will certainly be of immense importance to California and the entire west coast, inasmuch as it will mean cheaper freight rates from the east. According to testimony given in Los Angeles before Interstate Commerce Examiner Lyon, shippers as far from the Atlantic coast as Detroit had found it profitable to send goods to New York and then by sea and the Tehuantepec route to San Francisco. Here is the testimony as quoted in the San Francisco Call. The Examiner asked the witness:

"Do you mean to say that traffic starts at Detroit and is hauled by rail to New York, 600 miles, then to the Tehuantepec by water and across the Tehuantepec by rail, nearly 200 miles, is handled at each end at Tehuantepec, and is brought to San Diego, where it is again unloaded and loaded on cars and then brought by rail to Los Angeles, 126 miles farther—do you mean to say the steamship line does this for less rate than the railroads can haul that business across the country?"

"They did it to San Francisco," said the witness, "and they have the same rate in effect to Los Angeles, although I do not personally know of shipments originating at Detroit which have come to Los Angeles."

"That is a rail haul of nearly 1,000 miles," said the examiner, "in addition to the steamship service and the transshipments at three places. What is the distance from Detroit to Los Angeles?"

"About 2,500 miles," said the witness.

If these statements are based on

## NEW NEWS OF YESTERDAY

## THE TOWN THAT WOULDN'T LISTEN.

By J. E. Edwards.

This daily series of anecdotes and incidents that throw new, interesting and frequently dramatic light on famous events and personalities of the past have been collected by Edwards during nearly forty years of more or less intimate acquaintance with many of the country's leaders since the Civil War. Each anecdote or incident is fresh from Mr. Edwards' notebook, and while whole or in part, it constitutes New News of Yesterday, garnered from the men who made the news—the history—or from equally authoritative sources. As important contributions of the "Herald" to American history, these articles have a distinctive value all their own.

When General Grant was president, he made a trip to New England in 1871, and was received as a guest at the house of United States Senator William A. Buckingham, who lived in Norwich, Conn., and who, in the war days, had gained national distinction as one of the great war governors of the north.

During the course of his stay with the senator, the president displayed much interest in the manufacturing development of New England, and this finally led his host to tell what I believe to be the hitherto unpublished story of how the town of Norwich missed the opportunity of becoming what Fall River is today—one of the great industrial centers of the world—and all because it wouldn't listen.

In the early part of the administration of Thomas Jefferson as president, said the senator, "there came to the United States from Scotland a man who knew all about the use of the machinery, then newly invented, for the spinning of flax and hemp. He said he was looking for waterpower for his proposed textile factories, and was recommended to visit eastern Connecticut."

"Perhaps he was specifically directed to visit the cities of Norwich, which then carried on quite a trade with the West Indies, but manufacturing nothing except paper. At any rate, he landed in Norwich one day, looked over the waterpower, to his satisfaction, and persuaded the people to believe that, if they would establish mills for the spinning of hemp and flax, their town would become a great manufacturing center. The government at Washington was communicated with and encouraged the undertaking, stating that the war and navy departments would be glad to buy large amounts of American products of this kind."

"While these negotiations between the Norwich people and the Scotchman were still pending, a very bright-eyed, alert, young man appeared in the town, and told some of the citizens that he had seen them and within their town's boundaries abundant waterpower for the manufacture

of cotton goods. He spoke with great earnestness, saying that now that cotton was to be raised plentifully and cheaply in the south, New England, with its great water power, ought to be the ideal place for manufacturing the raw cotton into cloth.

"This young man, who introduced himself as Samuel Slater, had no recommendation that he could show other than his own intelligence and sincerity. Probably partly because of this fact, and partly because the Scotchman had the town's enthusiasm so over the prospect of spinning hemp and flax, no one in it would listen seriously to the young man's proposition to use water power to manufacture cotton. So, discouraged, Mr. Slater went away, going further east, and finding near Providence, R. I., equally good water power, finally persuaded men of influence in that community to join with him in erecting what was the first mill in the United States to manufacture cotton goods by machinery and water power."

"Well, the hemp and flax manufacturing of Norwich were failures. Cotton spinning became the great New England industry. Great cities were established at Providence and Fall River. Mr. Slater became one of the richest of Americans of his day, and it is his grandson, John F. Slater, who is now the wealthiest man, perhaps, in the state of Connecticut. As for Norwich, it would take several towns the size to make a Fall River population, and many more to make a Fall River of manufacturing importance and wealth."

It was the grandson of Samuel Slater mentioned by Senator Buckingham who, by will, bequeathed one million dollars as a fund for the education of illiterate negroes in the south—the famous Slater educational fund.

AS TO DR. COOK.

Springfield Republican. Regarding Dr. Cook's case, now in the hands of a competent tribunal whose final decision must command respect, whichever way it may turn, the eminent among alpinists, explorers

and geographers writes to The Republican, privately, as follows: "Your whole attitude in this matter wins my approbation and admiration. Like you, I am prepared for whatever may come as regards the decision on the evidence, as examined. Then, if it be adverse, will come the question of the mental condition of the victim." These views, soberly and conservatively expressed by a person of insight and judgment, seem to be worth a somewhat larger circulation than they were originally designed to have.

BETTER THAN LECTURES.

Cambridge Grant. For the real basis of university education we must turn to those innumerable gatherings in college rooms where little, obscure clubs "talk nonsense and call it philosophy," or to those even less formal discussions which arise wherever two or three are gathered over a fire.

## ANNOYING CHICAGO SMOKE.

Philadelphia Times. Chicago is conducting a crusade against the smoke nuisance. The chief complaint is against locomotive smoke. We should think the smoke of some of the Chicago cigars would be more annoying.

## DIAMONDS OUTCLASS.

Topeka Capital. At the Des Moines corn show last week the best single ear of corn brought \$160. Compared with de luxe corn, diamonds will soon begin to look cheap.

## JUST FOR FUN

Time to Go. Servant (at the opera during the Liebestod in Tristan and Isolde)—I'm going now, George. I think it's starting again.—Fleegende Blatter.

Necessary. Wife—You told me the other day we must avoid all luxuries and confine ourselves to absolute necessities only. Hubby—That's so, my dear.

Wife—Well, last night you came home from the club in a cab. Hubby—Yes, but that was an absolute necessity.—Fleegende Blatter.

Proper Position. "Agnes sat playing bridge all the afternoon with her back to a glorious mountain view."

"Yes. She is president of our Back to Nature club."—Kansas City Journal.

What They Will Swear Off. "Is there anything which people will really swear off this year?"

"Swear." "What is it?" "Their taxes."

The German Snapper. First Backfish—So you go in for photography now, do you? Whom have you taken?

Second—One hundred and seventy-eight lieutenants.—Fleegende Blatter.

Was Prepared. Husband—Lydia, I saw a lovely pair of earrings today.

Wife—Oh, where? I'm all ears.—Ulk.

The Willy Nephew. Rich Aunt (to her nephew, who has come to meet her, kisses her profusely)—Leave off, Karl. I haven't that much with me.—Fleegende Blatter.

Any One. Suitor (to rich banker)—I have come to ask for the hand of one of your charming daughters.

R. B.—Just wait a minute, and I'll see if there's one left.—Fleegende Blatter.

"I'm the Assassinator of Sorrow." —Bob Blake.

**Tomorrow will be one of the most strenuous days of the year---do your Shopping early in the day**

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