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IN ADVANCE.

CHARLES W. PENROSE, EDITOR.

Saturday, . . . . March 7, 1891.

## DON'T BE IN A HURRY!

THE renewed attempt, in another form, to induce the city to hand over the block known as Old Fort Square to the projectors of railroad company, has made quite a stir in the community. We publish a communication today which we believe expresses the views of a large majority of the citizens. We regard them as the proper arbiters in the dispute that has arisen about this piece of property. We consider the land belongs to them and not to the City Council.

It is an important legal question whether that body has any right to give, sell or otherwise dispose of that property without the consent of the owners—that is, the people. That question ought to be decided before anything further is done in the matter.

If the City Council has legal power to dispose of the square, it will then be in order to determine whether it ought to be sold at all. Public policy, public needs and public opinion ought to be duly considered. Is it wise, is it necessary, is it in accord with the wishes of the majority to sell that square? If so, then the price offered must be fairly weighed. In connection with that the public benefits to be derived from the railroad project which the transfer of the land is expected to assist must be investigated.

Nothing should be done rashly. There is no need for a terrible hurry. Of course the gentlemen who want the land want it badly, and they want it now. That is very natural. We say nothing against them nor their anxiety. But the City Council need not get into a flurry. Better be a little slow than to make a hasty blunder.

The reference which is being made to what has been done in regard to railroads is not good argument in relation to the present. What was done in the old times was done under the impression that the Council had more powers than later decisions of courts have shown they possessed. It was done with an honest and sincere belief that it was for the public benefit. The body of the people endorsed it and there was no public protest against it. What

might have been eminently proper then may possibly be very improper or impolitic now. Property, too, was of far less value at that time than today, and therefore the disposal of land for such purposes did not assume the importance that attaches to it at present.

We have no disposition to put a straw in the way of any enterprise that, however profitable it may promise to be to individuals, is likely to be of public convenience. Of course the projectors of the Deep Creek railway expect to make money out of it. If the enterprise is to be of public benefit, that should be enough to recommend it no matter how much money individuals may make out of it, so long as they do not get their money out of public property or in an improper way.

It seems to be generally conceded that the Deep Creek railroad will be of great profit to this city and Territory. That being so, is it necessary to the success of the project that a public square shall be turned over to the Company? If so, will the public interests be better conserved by holding the square, as originally designed, for a public park within the city, or relinquishing it to a railroad company for a depot within the city? Have we not too many depot blocks already? Is it good policy to multiply them? Cannot new railroads obtain depot grounds outside of settled districts which will answer their purpose, without penetrating too near into the centre of town?

We presume some of the enthusiastic persons who are urging on this scheme will complain of these queries and call them obstructive. We care nothing for that. They are proper questions and ought to be considered. And they are not the true friends of the public who desire to rush through any scheme to divert public property for private use without full and impartial investigation.

## OGDEN'S POLITICAL DIVISION.

THE Ogden *Standard* has come out, with flying colors, as a pronounced Republican paper. Frank J. Cannon is the editor. It is well known that he has been for a long time strongly Republican in politics. He is a vigorous writer and will, no doubt, do stalwart work for his party, which has been organized in Ogden and invites the co-operation of other Republican societies throughout the Territory.

A Democratic organization was effected on Saturday last in Ogden. It seems to have a numerous following. Will not the Democratic portion of the Ogden public need an organ? And is there room or support in the Junction City for another paper?

The *Standard* has been well conducted from the beginning, and we hope it will not lose any of its vim and enterprise by taking this departure and espousing the cause of Republicanism. It will lose the valuable pen of its late editor, John Q. Cannon, who, being a pronounced Democrat, cannot affiliate with the politics that now govern the paper.

We are very doubtful as to the good that will result from these divisions, which are entering in among the people of the Junction City. We advise our friends in other places not to be in too great a hurry to imitate the Ogdenites. Also, whatever views they may entertain on national questions not to forget the importance of local issues and the need of union upon them, in which lies their strength. Don't rush like a flock of sheep through any gap that opens, to the right or the left, but be sure you are right before you follow a break in any direction.

## REVOLUTIONARY SYMPTOMS.

LATE dispatches from various parts of the United States, and European countries, indicate a very unsettled condition of the industrial world. From London, England, reports reach us that a strike of dock laborers is hourly expected. The strike has already commenced in Cardiff and several of the smaller sea coast towns. It is feared it will extend to all shipping centers of England.

From various points of our own country comes reports of vast organizations of wage workers. The railroad employees of some of the great systems are allying themselves with the Federated Trades Unions, while in other places the railroad employees are organizing to fight the projected Granger legislation against railroads. From Chicago comes news that laborers engaged on the World's Fair are working under the protection of the military and police.

But the most startling news of all comes from the Farmers' Alliance people. The members of this party, in the Illinois Legislature, demand absolute "Government ownership of all railroads, telegraphs and telephones." This is a gigantic demand. To purchase the railroads and telegraphs of the United States would require six billions of dollars. To raise this money would add immensely to taxation, unless the Farmers contemplate taking the property without giving any compensation. To operate these roads and telegraphs would require one million persons. All these, under the new regime, would be government officials, and would