

themselves, or the character of the family to which they belong?

Under the teachings and institutions of our Church the tendency will be to pay more and more attention to this subject. Greater care will naturally be taken to form correct marriages, and certainly this is much needed; for at the present time in the world the proper mating of the sexes is almost entirely neglected. Owners of fine stock—horses, cattle, sheep and poultry—spare no pains to improve their qualities; they are watchful of their pedigrees, they see that they are mated so as to produce the best results, and if they can obtain a strain of animals that will excel others, they think themselves amply repaid for all the trouble and money it has cost them.

As a people the Latter-day Saints have the greatest interest in developing the breed of man, in bringing into action his highest qualities and powers. This is one of the missions assigned to us, and we cannot overestimate its importance.

In Utah we have a good foundation to start on. Our people are not of mongrel breeds. We have in our Territory today more New England people and their descendants than can be found in any other community of our number outside of New England itself. Those who have come from other parts of the United States are their congeners.

Under these circumstances the people of Utah are warranted in taking the most hopeful view of their future. With the facilities now possessed, and the temperate and virtuous habits of the people, crowned with the blessing of the Lord, there is no reason why there should not be a very superior race brought up here—strong, stalwart and healthy physically, and intellectually bright and progressive mentally. From Europe, those who have been gathered are principally from England, Scotland, Wales, the North of Ireland, Germany and Switzerland, and from the three Scandinavian nations. There are no better elements to be found anywhere out of which to form a great people. School teachers who have taught schools in the states east and west of us have freely said that they never in all their experience found children who were brighter or more apt to learn than their pupils were in Utah. Our young men who have gone east to college have carried off the first honors of their classes in most instances, and this has been so marked that some of the authorities of the different colleges have supposed that these students were picked out because of their aptitude at learning, and have been surprised to learn that they were only an average of the young men of the Territory.

The facilities for education which are now being multiplied in Utah and which are being made use of to the best advantage, will in the course of a few years produce a very marked effect upon the rising generation.

The last census shows there was a small per cent of illiteracy among the people, and that there are more aliens who speak the English language in our Territory than in thirty-two of the states and two of the territories. There are comparatively few of what are

known as the inferior races in Utah—a smaller proportion than in any other of the Pacific states and territories, for, all told, even if we include civilized Indians, they only number 2006.

GEORGE Q. CANNON.

A VISIT TO SALT AIR.

In response to an invitation from the Salt Lake & Los Angeles railway company a majority of the members of the City Council went out to Saltair yesterday afternoon to inspect the magnitude of the improvements. A special train under the direction of General Manager Nephi Clayton was placed at the disposal of the party. Besides the sons of the grand jury and a number of citizens also accepted the invitation. Those on board the train and who enjoyed the hospitality of the company were: Councilmen—Pollard, Hardy, Rich, Horn, Helsa, Bell, Lawson, Simondl, Evans, City Engineer Doremus, Street Supervisor Hines, Watermaster J. M. Harvey, Major Stanton, J. H. Vanderberger.

Grand Jurors—J. J. Thomas, foreman, J. T. Chasby, Major Bradley, J. C. Cutler, R. J. Stone, H. A. Hess, J. W. Skinner, James Quinn, C. T. Smart and J. C. Swan.

Citizens—S. C. Ewing, Superintendent Read of the city railroad company, R. G. Taysum, M. Hopkins, W. J. Shotwell, F. J. Heath, R. C. Simon, R. B. Ensign, John C. Ensign, Thos. Carter, F. E. Schoppe, E. G. Ivins and George Wallace Williams.

All of the above gentlemen left the City Hall at 1:30 on special street cars gratuitously furnished by the city railway company. The special train provided by the Salt Lake & Los Angeles company was boarded by the entire delegation at 2 o'clock and fifteen minutes later the run to the Lake commenced. A stop was made about five miles west of the city to allow an inspection of a piece of realty offered as a site for the proposed copper refinery. Saltair was reached about 3 o'clock. The mammoth pier could be plainly seen several miles out on the prairie. Its magnificent proportions were, however, not fully realized until the train stopped upon it, about 4000 feet from shore. Then many were the exclamations of admiration and surprise by the visitors. They had heard and read somewhat of the great amount of money that was being spent at Saltair in the erection of a pavilion and appurtenances, but were not at all prepared to see what they did. "It's amazing what can be done with \$200,000," said one of the councilmen.

The train was abandoned when the stop was made and the party headed by Manager Clayton and Architect Kletting walked out over the approach, a distance of several hundred feet more, to the place where piles are being driven for the great pavilion and bath houses, a full and minute description of which appeared in the News on January 14 last. About forty men were engaged in pile driving. The principal machinery used was two large engines set upon flat boats. The pile driving will be finished in about two weeks more, when a force of 200 to 300 men will be employed on the pavilion and

bath houses, which, according to contract, must be complete and ready for use on Decoration day. Mr. Clayton says he is satisfied this will be done.

At the boarding house on shore the visitors were treated to as fine a repast as ever was spread on the banquet boards of the Knutsford or Templeton. The return trip of fourteen miles was made in seventeen minutes, including one stop.

Manager Clayton was unanimously conceded to be an excellent entertainer, his brother Isaac, secretary and treasurer, an able assistant, the Salt Lake and Los Angeles railroad an unqualified success and the great pavilion a large piece of architectural beauty and great good.

WASHINGTON LETTER.

WASHINGTON, Feb. 17, 1893.—The annexation of Hawaii may now be considered an accomplished fact, the President having sent to the Senate a message, and a treaty providing therefor, and a large majority of the Senate being known to favor its ratification. The treaty is very short and very simple, merely providing for annexation, leaving the details to be completed after the treaty is ratified by both governments. This shuts the House out, as no congressional legislation will be required until the treaty has been ratified by the provisional government of Hawaii, which is allowed two months after the receipt of the treaty to do it. Some members of the House are disposed to resent this disposition of the matter, but if the Senate ratifies the treaty, and it will, their resentment will not count now, although it may when the legislation made necessary by the treaty comes up in the next Congress.

He is a wise politician who does not occasionally ask himself "Where am I at?" these days. With President-elect Cleveland selecting a Republican-Populist for his secretary of state, and the President nominating Democrats to high offices, it would seem that the party fences are in a dilapidated condition. Mr. Cleveland was in many respects rather independent of his party when he was president before, and present indications are that he is mapping out a still more independent course for his second term. His selection of Judge Gresham to be his secretary of state without consulting the congressional leaders of his party, while pleasing to the Populists and Republicans, was not pleasing to a big majority of the Democrats in Congress, although policy will keep down anything like open opposition until after the distribution of the choicest bits of presidential patronage, but there are lively times ahead.

The fact is much commented on that the members of the Senate committee on foreign relations who are actively working for the Nicaragua Canal bill, now the "unfinished business" of the Senate, are quick to resent any questioning of the intentions of the bill. Senators Sherman and Morgan are the special champions of the bill. The former, usually the most courteous of men in debate, so far lost his temper this week as to pass the lie with a colleague. He was making a statement concerning the private stockholders of the canal company when he was inter-