DESERET EVENING NEWS.

DESERET NEWS PUBLISHING COMPANY, LESSEES.

WEDNESDAY, MAY 2, 1894.

[illegible]

TERMS OF SUBSCRIPTION.

	PER MO.
Daily (6 Months)	$ [illegible]
Daily (3 Months)	[illegible]
Daily (1 Month)	[illegible]
Daily (1 Week)	[illegible]
Saturday Edition (3 Months)	[illegible]
Saturday Edition (6 Months)	[illegible]
Saturday Edition (1 Year)	[illegible]
Semi-Weekly (6 Months)	[illegible]
Semi-Weekly (1 Year)	[illegible]
Weekly (6 Months)	[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

TELEPHONE NO.

RAILROADS AND THE PARK.

The bill, now before Congress, to provide for opening the Yellowstone National Park to the railways is sure to evoke considerable opposition, and it is not important that for the present it will fail in attaining its purpose. The park was set apart originally with a view of preserving the grandeur of the "Wonderland of America" as nearly as possible in its natural state. It is therefore probable that the antagonists to granting the railways permission to thread the park will be found on the proposition that it is contrary to the original design in making the reservation, there will be also an antagonism of what may be termed an aesthetic and sentimental order, which would regard it as almost sacrilege to have the echoes of the park awakened by the axes and wheels of the iron horse.

Notwithstanding this probable opposition, however, the advocates of letting in the railways have strong support in the House of Representatives, and are confident that the bill will pass that body. They assert that there is no more impropriety in having a railway under proper regulations than there is of permitting the stage coach or modern tally-ho in the park, and that the public will be much better served. As it is at present, only the people who can afford to visit the park, which might be classed almost as an exclusive resort for multi-millionaires and foreign lords. Consequently a newspaper correspondent or a tourist from among the ordinary classes is able to make a trip there, for it is a fact that this grand park of the nation, which contains the most marvellous display of nature's great agencies that the globe affords, is about as safely excluded from the masses of the American people as if it were located in the wilds of central Africa or on the Siberian plains. The people can read descriptions of its enchanting and sublime scenery, its geysers, waterfalls, lakes, rocky terraces, wild canyons and weird natural phenomena which confuse the secret of some of the earth's mightiest convulsions, but it is not given to the poorer people of the land to gaze upon the scene. The park is open but a few months in the year, and the visitors are few because of the circuitous routes of travel, the great expense, and the inconvenience to many in going over difficult mountain roads in stage coaches.

The friends of the measure agree that all this can be changed without marring the appearance of the park or in any way detracting from its beauty as a natural wonder region or its utility as a game preserve. The park contains, with the timber reserve, 3,575 square miles. A railway going through the valleys and forests of the park would be but in sight nearly the entire distance, they say, and would be noticed only in places for a few hundred yards in the vicinity of stations. As to the noise, the approach of locomotives to the limits of the park renders it necessary that the wild animals be provided with food in the reservation instead of driving them to lower altitudes in cold weather as at present, and during the settlers' rifles and the railway would afford infinitely better facilities than exist at present for carrying such supplies. The great argument, however, in favor of the railway bill is of affording a cheaper and more expeditious means of access to this park for the benefit of the people.

The bill as at present drawn provides a common right of way 200 feet wide through the park for the general use of any and all railroads, subject to the control and supervision of the secretary of the interior. The railway first building in from the primary right of way to any street and occupy it for, and other railway companies may also exercise right of way jointly in the secondary of the latter, then all roads, as their grade carriage within the park, this land is to be used in conjunction the park and preserving its game and natural wonders. For such hotel and shopping purposes, grounds of not less than twenty nor more than forty acres each may be selected, not adjoining, but each location in the park and adjoining timber reserve in units, but none to be nearer than one-fourth of a mile to any completed railway station.

This is, in brief, the substance of the proposed legislation, and it will strike the ordinary observer as being a fairly feasible plan of bringing the park in closer relationship with the people generally. The railroads have managed to earn a reputation for rapacity and audacious cool cheek for the purpose of any proposition to grant them new favors. Congress and the people have ever shown to be suspicious of them. But care in having so well-drawn an act over national control in the utilitarian conditions of having a monopoly of any against the interest of the American people. Though the granting of a right of way to railroads is worth to a good deal more than the policy which has prevented and stops to wheels with more convenience, yet if the park would be made available to any considerable portion of the general public, some such provisions seem the proposition to which the citizens and also to develop the great natural resources of the country adjacent to the park.

GREAT IS THE MISSISSIPPI.

The ever-approach of the season of floods in the Mississippi valley, the ever-recurring discussion of the relative merits of the levee and the dykes along the banks of the mighty father of waters, and the power of keeping the mighty stream above New Orleans—all direct attention to the river itself, in other words, the engineering problems it has presented, the powerful forces it has been and may still be upon upon its improvement, and lastly, to the radical elevation of the American people which refuses to be subdued or long so there is still one obstacle to overcome, or one more triumph of skill and daring to accomplish.

The spring to the mouth of Rock in the Mississippi, which is to have been largely marked a celebration of the early pioneers, coming mostly from eastern states, in March. From the western states come the later floods in June. Geologically there is an interminable feud existing from a mile you from the Ohio, meeting and combating with an early freshet from the western and southwestern streams. It is worthy of note, and extremely important in view of whatever science may happen, that within the history of the white man's observation the highest floods resulting from the two basin have never yet reached the level. Mississippi at the same time as the other basins, which act together, were disengaging. Such a united maximum discharge would amount to more than 2,000,000 cubic feet per second, or greater by half than any volume the stream.

While the western tributaries of the great river possess the greatest interest for citizens living on this side of it, the environmental of the national may well be lost by overlooking also the course of civilization from the other side. For while the area comprised within the Ohio watershed measures only 202,000 square miles, as compared with an area of 187,000 square miles drained by the Missouri, the latter does not contribute as much as does the former, to the main river, and the upper Mississippi, draining an area of only 171,000 square miles, contributes nearly as much as does the Missouri, with more than three times the area. Further illustrations of importance from that the west, south of the Missouri, between which and the Rio Grande the drainage is in volume about three-fourths that of the Missouri, so that, for purposes of comparison, the proportions of these contributions may be given as 100, 75, 61 and 32 for the Ohio, Missouri, Upper Mississippi and the lower western river respectively. If, while the proportions of northern and eastern drainage contribute to the most western drainage as the Ohio is to the Missouri, the Mississippi would be 1 to 3 very nearly.

In this connection it may be mentioned that the exploration of the enormous quantity of water carried into the Mississippi from the Missouri watershed is now, according to the observation of experienced explorers and recent reports of United States engineers, the upper Missouri is going underground. Actual measurements show that between Great Falls and Fort Benton, only twenty-five miles below, the rise in volume of water is no less than 50 cubic feet per second. The engineers report that the water rushes out and accounts for the presence of the great bank, leaving nothing, and the finding of springs far to have account where is combined with the explanation.

What gives to all this consideration of the rivers of Western—with its actives and venture and people of the southwest—a personal interest, is the fact that there has just been begun the final survey of the great bridge over the river above New Orleans, the site above given will help the reader to an appreciation of the importance of the project. The village is to have a long connecting span of 1,775 feet, a length of 10,000 feet on the south side, and a length of 10,000 feet on the north side, the total length of 21,775 feet, the greatest span ever yet attempted. The conception of constructing and maintaining a railroad bridge of such dimensions at a point so far down in the course of the great stream will require a task beyond the good mechanical intelligence of the country.

THE INSTINCT OF ANIMALS.

In a recent issue of the San Francisco Chronicle the subject of the instinct of animals is interestingly discussed. The writer argues against the Indian superstitions, by some, that the instincts of the animal creation is in every instance superior to the intellect and knowledge of man. It is an admitted fact that the senses of them are developed to an extraordinary degree. A few years, for instance, have the faculty of seeing their prey from a considerable distance in the air, the smell and the ear have the sense of hearing, and the eagle sense of seeing exceedingly well developed, and they are in close capacity more powerful than man, assisted by artificial contrivances for personal use, but which is related to says, the instinct of animals does not exist. It does exist.

A bird or beast in the wild is guided in the wilderness, to shelter when it is in the weather and to water in case about it. If one species of bird, for instance, can build a nest, another species cannot, but a similar instinct is shown in concealing or not concealing the nest. The instinct of hatching, the time and the manner of hatching, the number of young, the care of the young, the protection of the young, the feeding of the young, the teaching of the young, the care of the young, the protection of the young, the care of the young, the care of the young, the care