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**SALT LAKE CITY, - APRIL 20, 1903.**

**THE GREAT ROAD TO THE COAST**

The closing of the deal between the Oregon Short Line and the San Pedro, Los Angeles and Salt Lake Railroad, the first news of which was given to the public over four weeks ago by the Deseret News, makes certain to everybody concerned, the long talked-of direct railway connection between the City of the Saints and the City of the Angels. The announcement in this paper exclusively did not please our contemporaries at the time, and they procured a denial, which looks very funny now, when placed by the side of the extended and excellent account they give of the important affair, and what it means to this city and to the region through which the new road will pass.

This paper has had faith in the great venture and has favored it from the first. We believed in the good faith, financial ability and firmness of purpose of its projectors. We also foresaw the absorption of that portion of the Short Line south of Salt Lake into the Clark scheme, as it seemed likely to attempt to parallel a road fully equipped and in running order for nearly five hundred miles of track. This was scouted by some of the interested parties when it was suggested, but time has proved its correctness, and it is pleasing to see how finely it fits into the plans of the railroad builders who saw their way clearly from Los Angeles to Salt Lake, and were not blind to connections that would furnish them through ways to the extreme East.

Senator W. A. Clark, in his visits to this city, impressed all who met him with the sincerity of his expressed intention to have a road in operation independent of outside control, as soon as possible between Salt Lake City and San Pedro, with its harbors, on the Pacific coast. That he had the money at command to accomplish his purpose no one disputed. But, as there always are, when great enterprises are talked of, there were all kinds of sarcastic comments, and stale jokes, and wet-blanket doubtings from the dubious and would-be wise, but the work went on and negotiations were pushed and the road now looms up as a certainty, as nearly as anything human can be called certain until it is actually accomplished.

Senator Thomas Kearns of Utah must be recognized as a prominent factor in the sum of the enterprise, supporting it from the beginning and lending his influence in every way to aid in its success. Col. R. C. Kerens of St. Louis has also figured largely in the good work, his interest beginning in his connection with the Los Angeles Terminal railroad, but extending to the big undertaking which he has pushed to the front on all possible occasions.

J. Ross Clark of Los Angeles has been another active agent in the proceedings, and there is no doubt that he impressed the Senator as much as anybody with the feasibility of the measure. There are other Los Angeles gentlemen who have engaged in forwarding the movement and who have helped it along with steady confidence in its success. But we regard the able services of Mr. T. E. Gibson, as a working and intellectual force that ought to be recognized as a mighty motor in the entire proceedings. A thorough lawyer, a fine diplomat, a shrewd manipulator, a man of dominant energy, yet modest and courteous withal, he has forged ahead in face of every obstacle, with unflinching faith and irrepressible determination, and must be fairly classed as one of the prime movers in all that has been so far effected.

What this road means to Salt Lake would take volumes to set forth in detail. With the advent of the Moffat road from Denver and the running of trains through to Los Angeles, will come a boom in every Salt Lake enterprise and industry. Real estate will take a jump to a steady height in the market. Manufactures will be multiplied. Business will flourish. Money will be in greater and more active circulation. Labor will be in demand. Vacant lots will be occupied. Fine depots will be erected and railway shops be built. Our population will be largely increased, and there will be a closer union of bright, intelligent minds for the general welfare, devoid of that illiberal and bigoted spirit which has had so detrimental an effect in the past.

The resources of Southern Utah will soon be developed in all their magnificent richness. The iron and coal deposits will no longer sleep in silent idleness, but furnaces will roar and machinery will run, and out of the dirt and the smoke will emerge the metal more valuable to industry than gold, while the "precious metals" also yield their treasures and add to the general prosperity. The products of our semi-tropical districts will be brought northward, to dwell with the fruits and vegetables of Southern California, and exchanges of goods will make the interests of the two States mutual.

A branch line to the Deep Creek

mines may be also fairly anticipated, and the patient workers and waiters of that prolific district will at length reap the reward of their toils and vigils for many years. Other rich mining sections will be opened and developed within speaking distance of the new parts of the line to the coast, and Nevada will share with Utah in the benefits of connection with inland points, and with the great Pacific sea with its outlet to the Orient.

This city and the entire State may safely rejoice over the consummation of the big deal, which assures the completion of the Clark railroad, and our friends in Los Angeles, for whom we entertain the most friendly regard, may look for visits in a couple of years from the people of Salt Lake, and they may be sure of a cordial welcome when they come by direct route to the City of the Saints, near the shores of the saline sea, which is ready to receive and revitalize the denizens of the City of the Angels. Let us all be glad and thankful!

**THE BALKAN SITUATION.**

The joint action of the representatives of the European powers in Constantinople, urging the Sultan to check the disorders in Albania, indicates clearly that the Balkan situation is considered critical; and also that the powers are anxious to avoid trouble at present. The Turkish ruler certainly cannot quell the disturbances. But is it within his power to do so?

The real point of danger appears to be in Bulgaria. Reports say that Bulgarian sympathizers with the Macedonian patriots are committing fearful atrocities upon Turks, or Mohammedans, in the hope of bringing retaliation upon the "Christians" and by such means arousing an overwhelming popular opinion against the Ottoman government. Some time ago, "Christians" of Constantinople expressed a fear of a general massacre there, and possibly it takes all the vigilance of the government to prevent a catastrophe that might precipitate the war the powers are trying to postpone as long as possible.

The Albanians, who are the cause of the present uneasiness, are described as a people with whom civilization cannot reckon. They have been used by the Turkish government as tax gatherers, and that is an office in Turkey, that does not tend to make the occupants kind, kind, generous or noble. At present these Albanians have undoubtedly been given vast powers over the rebellious spirit, and their mode of pacification is always torture and death. These Albanians, it is said, have no word in their language for "peace." They have one for "war," as if the only two conditions of society they recognize were "bloodshed" and "war." One writer on Turkey claims that their only real occupation is fighting. And they like to fight in the dark, like certain beasts of prey. When whole clans are at take part in a feud, they generally arrange a battle to take place at night. It is necessary to go for supplies, hostilities may be suspended for a few days, and then again reopened. The Albanians are said to be "Christians," when that suits their purpose, but Mohammedans when exacting tribute at the point of the sword. The Sultan uses a great many of them, as dogs, to harass other subject races and keep them in perpetual fear.

Statesmen have long recognized that there is no remedy for the Balkan states but the liberation of the so-called Christian nations from the Mohammedan rule. This is the greatest anomaly in the present arrangement of the European system. Long ago the Asiatic hordes, fired by religious fanaticism swept down upon the peoples of Asia Minor and eastern Europe, and made them slaves. They took them captive, as hunters may take useful animals and exact from them food, or service. They made those peoples tributaries, not with the object in view of developing the resources of their country and leading them onward and forward, but only to live off them—to convert their toil into luxuries for themselves. And they have held them in such servitude ever since. Their homes and fields, their property, and even their wives and daughters are considered the legitimate prey of the conquerors. There is no remedy for this but the release of the Turk from the self-imposed duty of "ruling" these subjects. This remedy will be applied some day. If the powers are anxious to preserve the peace, they had better go together and agree upon a division of "spheres of influence" there, and establish a modern form of government. There is no other way of restoring peaceful conditions. As long as the so-called Christians are being abused as they now are, there will be rebellions and atrocities, and Europe will always be trembling, in fear of what the next day may bring.

**MONKEYED WITH HYPNOTISM.**

From Monmouth, Ill., it is reported that a woman there recently died insane, and that this was the result of hypnotism. It seems she was led to attempt to learn hypnotism by mail through a concern that professes to give each instruction. She bought a book and practiced on and with her husband, the readily yielded to so-called hypnotic influences, and when her husband had secured control over her mind, according to instructions, he could not find any instructions for bringing her to sanity. The consequence was, she went insane and died, and he is now heart-broken.

Such is the story told. Whether the explanation given of the fatality is quite correct or not does not matter. The experience of this couple should prove a warning not to meddle with the mysterious forces of nature, without an understanding of them. Many doubt the so-called occult forces, and regard them as the vain imaginings of man. But it cannot be denied that there are forces within us and around us, with which it is unsafe to play, merely to satisfy curiosity. Since the discovery of wireless transmission of messages across space, of light rays penetrate opaque objects, of radio-charged that throws off energy without, i.e., of force, it is evident that the existence of unknown laws of nature must be recognized, and that it is best

not to run against them. The student of phenomena had better go slow, and take soundings often as he goes along, like a ship in a fog: lest he lose his course and find his vessel stranded on the rocky shores of research.

**RULES FOR GILLS.**

The Economic club in Chicago has adopted a set of rules showing what an American girl has to do to get, not exactly saved, but married. The club has been stimulated to action by the discussion going on in the country about "race suicide." And it is clear that the laudable desire of the members is to prevent that kind of suicide.

The rules adopted are: "Cut loose from the matinee idol."

"Lay down your novels."

"Try to revive the church social; then attend the church social."

"Really think about something."

"Don't expect too much of men."

"Don't try to ensnare them; treat them as rational human beings."

It is supposed that if these rules are followed by the girls, they will, without fail, get married before the year is out.

The first three of these rules imply that, in the opinion of the club, the theater and the novel are to blame for "race suicide," and that the remedy would be in the "church social." The next rule is not definite enough: "Think about something." About what? Are not the girls always thinking of something, according to their individual inclination? The last two rules are the most practical. They say, in effect, Do not look a gift horse in the mouth; take him as he is, overlook his imperfections and let him do as he pleases. Of course, when that rule is followed, there will be marriages which otherwise would not take place. But it is bad, nevertheless. Perhaps it was given, though, merely to give the girls something to "think about."

**On to Los Angeles!**

An idle rumor is about the busiest thing in the world.

The Yellowstone seems to be Mr. Roosevelt's favorite stone.

The Dublin convention made it plain that the Irish want the earth and home rule.

When Chicago Greeks meet Chicago police there is more or less of a little tug of war.

No squall, no matter how hard a blow it gives the Shamrock, can make Sir Thomas squeal.

Were he not without ambition Mr. Cleveland might say: The New York World is mine oyster.

**In the years to come the President**

can refer to his sojourn in the national park as "sweet sixteen."

Outlaw McKinney has finally been killed. But into what insignificance he sinks when compared with Tracey!

If there must be scandals in government circles, the postoffice department is as good a place for them as any other.

In the city of Morristown, New Jersey, they have just killed a thousand dogs. There is a town where every dog has its day.

Sheep shearing has begun. The weather bureau will please see to it that the wind is tempered to the shorn lamb.

Dr. Samuel Smith has just turned ninety. His life has been wreathed in smiles else had he not attained so great an age.

**"The flowers appear on the earth; the time of the singing birds is come, and the voice of the turtle is heard in the land."**

The colleges of the country keep increasing new degrees, but it still remains true that there is no excellence without labor.

The shepherds of the Sweetwater, Wyo., country have declared for open war on the cattlemen. They believe in leading strenuous lives over there.

That merger decision is the greatest obstruction ever placed upon a railroad track. And thus far it has been impossible to remove it.

**General Baldwin says he did not say it**

and Reporter Walter Hunt makes affidavit that he did. About the best way to decide the matter is to draw cuts.

The "franks" of Barnum and Bailey's circus have been taken with a strange freak. They have held two mass meetings and made a demand that they be known as "prodigies" and not by the old title. It certainly is an abnormal request.

**Jim Hill has captured the railroads**

and the earth; J. Pierpont Morgan has acquired dominion over the sea and the vessels thereof; and now comes Professor Pickering with a proposition to combine all the astronomical observatories and control the stars of the firmament. In view of all which facts it is proper to ask: "Why should the spirit of mortal be proud?"

Henry Vignaud in his book, "Toucanelli and Columbus," declares that "Columbus' design was not founded on any scientific basis, but on positive information as to the existence of lands to the westward." Of the existence of the Cape Verde and Canary Islands, yes; but if he knew of them still further westward why did he in his four voyages never touch the mainland and declare to the world the existence of two great continents? On these matters Sir Clements Markham is recognized as a greater authority than Mr. Vignaud, and he differs radically from him. In any event, Columbus' fame is quite secure.

**THE MEREER DECISION**

San Francisco Chronicle.

The decision in the suit of the United States against the Northern Securities company must be carefully studied, by the legal profession before its full significance can be understood by the public, but it appears to be one of the most far-reaching decisions ever rendered upon the records of our courts. The case has yet to be passed on by

the Supreme Court of the United States, but the Circuit Court of Appeals is itself very high judicial authority, and a decision which, like the one in question, is concurred in by four judges in this court is likely to be found good law by the Supreme Court also. The decision adjudges that the Northern Securities company acquired its stock in the Great Northern and Northern Pacific companies as the result of a combination of interests to illegally control the policy of those naturally competing roads and to operate them non-competitively. The company is therefore enjoined from acquiring any stock in either of the railroad system, from voting the stocks which it now holds or receiving any dividends upon them, or from attempting in any way to influence the policy of either road.

Portland Oregonian.

The victory, however, is not final. The custodians of the people's cause in this preliminary skirmish have acquitted themselves well—the attorney-general as well as the court. But the ultimate outcome is for the people themselves. This decision is probably in advance of the decision which the sacredness of the law, from the rich tax-shifter and automobilist down to the humble wrecker of private vengeance on his enemy's premises or persons, we are all too careless of statutes and ordinances that stand in our way. If this decision evokes in us all high and low, a higher regard for the social compact, it will have served its purpose well. In the day when our respect for law crumbles at the foundations of our Teutonic-English civilization, we shall begin to shudder at the means by which a thousand years of training have raised us to the pinnacle of social and industrial efficiency.

**Doston Herald.**

The only question now is, how far will the same decision cover the multitude of other mergers in existence in this country all of which would seem to be plainly open to attack along the same lines adopted by the government attorneys in this case? Admittedly, the decision of the circuit court will be appealed from and the case carried to the highest court in the land, but what is the chance of the Supreme Court reversing this decision? From our point of view, it is slim, particularly as the opinion of the circuit court was a unanimous one against the Securities company.

Kansas City Times.

Under President Roosevelt's administration six of the large packing houses have been restrained from combining to maintain prices, and the so-called beef trust has been broken up; fourteen Western railroads have been restrained by permanent injunctions from violating the Sherman law and the Interstate Commerce law; the pool of southern railroads, formed to eliminate competition in the shipping of cotton crops, has been broken up; the monopoly of the Federal Salt company a Pacific coast corporation, because of which the price of salt advanced 400 per cent has been destroyed as a result of action brought in the United States court. All this, too, under the admittedly faulty and limited laws hitherto operative.

**Los Angeles Express.**

While the battle is not ended, the blow which has fallen should arouse sympathy in the breasts of even those who find delight in witnessing the trust struggling with adversity. It may be recalled that Mr. Hill in defending the incorporation of the Northern Securities company strongly intimated that was a beneficent institution formed to give comfort to the struggling people of the Northwest.

Kansas City World.

Capital has such power and resourcefulness that it is hard to beat. J. Pierpont Morgan says in effect that the decision simply means that he and his fellow-schemers must employ new tactics.

**Boston Transcript.**

A public opinion that is content with a degree of Federal supervision of interstate commerce that secures equality of treatment and stability of reasonable rates, together with authority to see that combinations are not so formed as to defeat these ends, will be sufficient to guarantee the rights of the public without infringing those of individual ownership.

New York World.

What effect the "determination, persistence and courage"—and above all the success of this attack of President Roosevelt upon the great "merger" will have upon the trust issue in the next campaign can only be surmised. That it will help him as a candidate with the voters is quite certain. And because he has been bold in the right no citizen who believes that monopoly is an evil, and that laws are made to be obeyed or to be enforced will begrudge him any benefit that may accrue from his action.

**RECENT PUBLICATIONS.**

The Easter number of Collier's is a thirty-six page issue, containing a number of notable articles. Its illustrations include another double page drawing by Charles Dana Gibson. It is called "The Jury of the Future," and tends to explain how justice will eventually be tempered with mercy. A series of photographs is that illustrating the Feast of the Passover as celebrated, after century-old traditions, by the Samaritans on Mt. Gerizim. Shamrock III has been caught by a Collier camera as she was being launched. "Julia the Apostate" is the title of a sketch by Josephine Dodge Dickman replete with humor and homely common-sense. The second section of F. Marion Crawford's story of the sea, "Man Overboard!" is given. Among other features is a picture of New York City in 1903, with air-ships as the most familiar details, by W. R. Leigh—New York.

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