

EDITORIALS.

ALLUSION is made in the correspondence of the *Chicago Times*, which we publish in another column, to the falsehoods which Anna Dickenson has publicly circulated through her lectures respecting the schools of this city and Territory. She has repeatedly stated, we have been informed, that there were no schools in this city, and that education was almost totally neglected here. On one occasion, about twelve months ago, she delivered a lecture at Danbury, Conn., in which she made this statement to the audience with the most brazen effrontery. Among her hearers was a gentleman of this city, who happened to be at Danbury on a visit, and who, when Miss Dickenson was here, had escorted her to several points of interest, and among other places had taken her to the University, and had given her information respecting the schools, their number, character and the plan upon which they were conducted. If we remember aright, we were informed that she was aware of his presence at her lecture.

That she has related such palpable and easily controverted falsehoods as these before public audiences would seem incredible if it were not authenticated. So far as schools are concerned the people of this Territory deserve great praise for the manner in which they have been conducted and maintained. There is not another community on the continent of the age and number of this, where so much means has been spent in the cause of education in the same length of time as in this. It is usually the case in newly-settled countries that education is almost totally neglected. The necessity of gaining a subsistence is so pressing, that every hand that is capable of performing labor finds ample employment in other pursuits than those by which learning is acquired. After years have passed away, wealth multiplies and with it come leisure and opportunities for acquiring book knowledge, and school-houses are built and occupied. By that time, too, in the United States, the State steps forward to assist in laying the foundations of and supporting institutions of learning, and they flourish. But in this respect Utah's experience differs from that of every community or Territory in the United States. Though the people who settled this valley came here the victims of mobocracy and religious persecution, and were consequently poor and destitute, among the first houses which they built were those dedicated to school purposes. Schools were opened the first winter and have been regularly maintained at great expense ever since. What is true in this respect of the settlement of this city is equally true of every other settlement made in this Territory. Education has received the earliest care and attention, and pains and expense have not been spared to give the children at least a common-school education.

During all this time, with an annual emigration flowing into the country, the means for the bringing of which has been largely contributed by our citizens, and with large numbers of Indians to feed, whose title to the land has only within a short time been extinguished, and with the numerous other serious expenses of settling desert lands and making them fertile, not one cent has ever been received from Government or any other outside source to aid the cause of education here. Can the same be said of any other community in the United States of the age and numbers of this? For nearly one-fourth of the period that the United States has been an independent nationality we have been in these mountains, and during that time have never received the least aid in support of our schools! No instance of a similar kind can be found in the nation.

Not only have the Latter-day Saints sustained their own schools, and fostered their own educational establishments unaided by any, until they have reared a generation of men and women in these mountains who will compare, in intellectual culture and smartness, with any on the continent; but they have been the pioneers of education and true civilization in this entire western world from the Missouri to the Pacific. They published the first newspapers, established the first schools and libraries and broke the first ground through all that region now organized into several States and Territories. Nebraska, first settled by the Latter-day Saints, has become a State, and according to the last message of her Governor, has received from the General Government grants of lands to the amount of

seven hundred and twenty-six thousand and sixty acres, not including the grant for common schools, classified as follows: For University, 46,080 acres; for Penitentiary, 32,000 acres; public buildings, 12,800 acres; saline purposes, 41,080 acres; agricultural college, 90,000 acres; internal improvements, 500,000 acres; but while such has been the experience of that State, Utah has not received one foot of land to aid common schools, a University or anything else; and lying scribblers and lecturers have accused her of being averse to education!

We have said that aid has not been extended here. This needs qualification. There has been a parson or two who have visited Utah and gone back East and lied about her people in order to raise money. They have appealed, in the most pathetic manner, to the sympathies of the people of the East for money to assist them in supporting schools in which the children of the Latter-day Saints were to be seduced from their religion. To effect their object they have had recourse to the most shameful falsehoods; and by this means have raised enough money to support them in the style in which they wished to live here. This kind of aid has been extended to Utah; not aid to build up the people; to strengthen them in their laudable efforts to elevate their children, but aid to destroy, if possible, the work which they have so nobly accomplished. The Latter-day Saints might beg for aid to educate their children, to build schools and colleges until they were hoarse; but who would extend it? Let a lying priest, however, go through a country and describe his wants, and the plans he would like to put in operation to tear down and destroy the "Mormons" and how the money flows in! We should, however, be content with this. If the Latter-day Saints "were of the world, the world would love his own," and would aid, comfort and fraternize with them.

THERE are many objections urged from time to time by one and another against the attempts which have been and still are being made to induce Congress to grant lands to aid in the construction of railroads. The *Chicago Journal of Commerce* has an editorial article upon this subject, which, instead of decrying land-grants and denouncing them as monopolies and a robbery of the people, sets forth the advantages that have accrued from judicious legislation in this direction.

It admits that the beneficence of Government has been abused by some railroad companies, and prostituted for power and influence by mercenary politicians connected with others; but this was to be expected. The greatest blessings of earth and heaven have all been perverted by selfish men to wicked purposes. But these, it argues, are merely exceptions to the rule. In proof of the advantages which have attended the granting of lands by Congress for the construction of railroads it points to the action of that body in the case of the Illinois Central Railroad. Some twenty years ago many broad acres of prairie and timber land was granted to that company to aid it in the construction of its lines. If any people or State ought to have built a railroad without government subsidies, the *Journal of Commerce* thinks the people of Illinois were that people, and that rich commonwealth was the State. But who was wronged or injured, it asks, by the action of Congress? Respecting this it says:

"The real estate of Illinois is this day worth fifty per cent more than it would have been had there been no grant of land to build the Central. All the fruits of this government subsidy have been rich and cumulative. Their value still increases. Illinois will reap benefits from it for generations yet to come."

Every man in Illinois is enjoying the benefits of a national land grant. The farmer's land has doubled its price. The printer's paper has trebled its circulation. The daily sheet has quadrupled its advertising patronage. The business of the country is ten-fold more, in consequence of this government subsidy, bestowed years ago for the benefit of Illinois; and on comes a petition from the people living in the valley of the Humboldt, signed and countersigned by the poor pioneers of Idaho, Montana, Utah and Nevada, for a few millions of acres, now inaccessible except to a few hardy miners—lands never to be seen except by savages and adventurers until a railroad is built—and yet this petition is treated with contempt by men who

profess to represent the wishes and sentiments of the people. Not that they believe these lands will ever be occupied until railroads are built near them; nor do these men place any value on them in their present isolated and wilderness condition; but they seem to be alarmed at the hue and cry of 'Giant Monopolies,' 'Land Grabbing,' and such other elegant sayings, and fear the loss of popularity, and so treat the enterprising pioneer and those who would build roads through this valley with neglect if not contempt!"

The people of Utah Territory are settling the rest of the country an example in this as it has done in many other respects. Already a railroad thirty-seven miles in length has been built, without the aid of a subsidy of land from Congress. Steps are also being taken to build a railroad south of this city without the grant thus far, of a single acre by Congress; and whether land be granted or not to aid in the construction of railroads through this country, they will be built.

We made mention yesterday of the manner in which our schools have been sustained in this Territory—that we have had no outside aid to foster the cause of education. The first settlers of other Territories have had grants of land given them; but if an acre of land has been given to any settler of Utah for any purpose whatever, we have never heard of it. We have settled the land and made it valuable, and now we are paying for it; we have maintained schools without any grants of land, and now we are building railroads. Our citizens are forced to be self-reliant, independent and enterprising. The only obligations that rest upon them are conferred by the Almighty, and to Him alone are they indebted for help.

OUR article yesterday upon narrow-gauge railroads did not give several particulars which at the present time may be of interest. This question of gauge is one that is receiving considerable attention in many quarters now; but here it is brought directly home to us, because the Utah Southern Railroad, which is now about to be built, will be a narrow-gauge road.

On the Festiniog and Port Madock Road the engines used weigh seven tons. The passenger cars are ten feet long and five feet wide, and are capable of carrying twelve passengers. The merchandise cars carry three tons net. In one year its tonnage amounted to 136,132 tons, averaging 9,388 tons per mile, and its passenger business, (though not strictly a passenger road,) amounted in the same year to 6,807 per mile.

Since the construction of the above railroad another one of about eight miles in length has been constructed in Wales, of 2 ft. 6 in. gauge. It has a nearly uniform grade of about 70 feet rise to the mile.

In the Broilthal, connecting with the Cologne and Giessen railway, there is another diminutive line, which has a gauge of 2 feet 7 inches, curves of 124 feet radius, and planes 70 feet rise to the mile. The weight of rails varies between 22 and 26 pounds to the yard. The transverse sleepers upon which the rails rest are 4 feet 2 inches long, placed two feet apart. Hitherto, there has been no provision for passenger traffic, but it is now being made, under an arrangement with the Prussian government. The engines weigh 12½ tons and haul 36 cars, each loaded with 5 tons. The cost of the locomotives was about \$4,500, and that of the cars \$500. The cost of the line per mile, including rolling stock, has been about \$8,000.

Other roads of this gauge have been built and are now being built in Russia, Norway, Queensland and in South America. In the latter country the Unaio Valenciana railway is 15 miles long, has grades of 169 feet rise to the mile, and curves of 255 feet radius. It has a 40 pound rail, and its engines weigh 10 to 15 tons. Its passenger cars accommodate thirty passengers. The merchandise cars weigh less than four tons, and are capable of carrying five tons. Mixed trains traverse this road at a speed of 18 to 20 miles per hour, and passenger trains at 30 miles an hour, with as much safety as upon first-class roads of the ordinary gauge.

In the mining districts of Pennsylvania, roads have recently been constructed of two feet six inch gauge, where engines are used of less than eight tons, which attain a safe speed of twenty miles an hour.

We have taken the above particulars from a report recently submitted to the Massachusetts House of Representatives by the Joint Committee on Railroads. This report uses the following

language respecting the advantages of the narrow gauge:

"Most of our roads of small traffic and difficult operations, transport more than twice as much dead or unpaying weight as would be required under the regime of the narrow gauge. An eight-wheel car of the broad (4 ft 8½ in.) gauge weighs nearly ten tons, while a four-wheeled car of the narrow gauge weighs three tons and carries a burden of six tons. The actual ratio of unpaying to paying loads on the Festiniog road is one to four, while that of roads of four feet and one-half inch gauge is as about one to one. Mr Robert Fairlie, of world-wide reputation as a mechanical engineer, illustrates this excessive disproportion, by the expression that 'we send a gallon measure to carry a pint.' And there is nearly an equal difference in the effect of wear and tear with the two gauges; the wheel percussion differing in a geometric ratio. More than this, the cylinder power of a locomotive undoubtedly increases in some ratio inversely to its increase in weight; partly because more useful effect is derived from the fuel burned in small boilers, partly because the low driving-wheels have greater leverage upon the load, and partly for other apparent reasons. In this connection there may be some force in the comparison of the pony with the horse—the smaller animal will pull more in proportion to his weight than the larger."

The cost of hauling a ton of goods over a narrow gauge road may be safely reckoned at less than one-half the cost of hauling the same goods over a road of common gauge.

AN EXCELLENT PLAN.—Some of the branch Co-operative stores throughout the Territory are adopting a very judicious method of increasing their capital stock. When stock is taken and a dividend declared, instead of paying out the whole amount to stockholders a certain percentage is retained in the funds of the institution and applied to increase the value of the shares. This is an excellent mode of increasing the capital stock of branch associations, especially in places where it can scarcely be increased by the sale of additional shares.

It is thought best by some to place a limit upon the amount of capital stock invested. This policy might be healthy were it according to the genius of co-operation, as understood by the Latter-day Saints, to confine its operations to the mere purchase and sale of merchandise. This, however, is not the case, as the principle is destined, ultimately, to reach every branch of trade and industry. There are hundreds, and we might say thousands, of directions in which the surplus stock of branch mercantile associations could be profitably applied. Each branch institution in the settlements, when successfully carried on can become the parent of many offshoots that will be the means of not only enriching the immediate stockholders but the entire people in those places, by producing various sources of remunerative labor. There is one place, at least, in one of our northern counties, where this is being demonstrated. There appears to be no legitimate reason why the surplus stock of branch mercantile associations should not be used in the purchase of threshing machines, the erection of saw-mills, furniture factories, in establishing building societies and in many other ways that would tend to build up and develop the country and make the people comfortable and happy. We think, therefore, that proper steps taken to increase the capital stock of the branch associations to be a wise policy.

Co-operative building societies have been proved, in various parts of the world, to be productive of great benefits to those who engage in them. By their means hundreds of working men in Edinburgh, Scotland, where they were first inaugurated, have become the proprietors of their own homes, who could never have become so by any other means. The improvement of their homes is a most important item for the consideration of the people. We know of one thrifty settlement in the Territory where societies on a small scale, are being organized successfully and will doubtless be productive of much good. In the place alluded to they are formed in the following manner: nine persons join together and build nine good substantial houses in three years, three in each year, it being decided by ballot, or in any other way that may be agreed upon, who shall have the first houses built. In thus clubbing together, the means expended is but little felt and by the universal application of this principle all the log huts in the Territory might be supplanted by substantial and comfortable dwellings. Co-operation can only be said to be in its infancy yet, but gradually the people will learn that wealth, prosperity and happiness are in it. They will learn that unity is strength and power, and that there is no labor that can not be accomplished by a people who are co-operatively bound together.

He who finds a good son-in-law gains a son; he who finds a bad one loses a daughter.